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WHAT'S COOKIN' THIS MONTH IN PMY.

CONTENTS

Sportfishing Special

36 THE GRAND PLAN
An angler goes Down Under in search of a record grander.
TEXT BY **JASON Y. WOOD**
PHOTOS BY **SCOTT KERRIGAN**

40 WHITE MARLIN, ORANGE CRUSH
The White Marlin Capital of the World lives up to its name.
TEXT BY **KEVIN KOENIG**

44 CHARTER SCHOOL
A well-known charter captain reveals the secrets of his success.
TEXT BY **JON DUFFIE**

48 POST REBORN
Meet the man who plans to bring Post Yachts back from bankruptcy.
TEXT BY **KEVIN KOENIG**

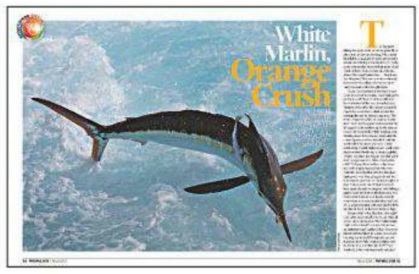
50 IT'S A MOTHER!
A builder of custom sportfishermen tries its hand at a mothership.
TEXT BY **ALYSSA HAAK**

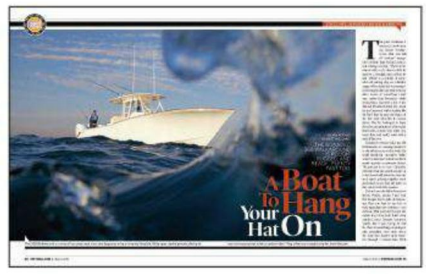
Boat Test Section

56 EXCLUSIVE MASTERWORK
Viking's new 66 Convertible is definitely a work of art and maybe even a masterpiece.
TEXT BY **CAPT. RICHARD THIEL**
PHOTOS BY **SHAW MCCUTCHEON**

62 EXCLUSIVE
A BOAT TO HANG YOUR HAT ON
Why Bonadeo's custom 368 Walkaround is well worth the wait.
TEXT BY **KEVIN KOENIG**
PHOTOS BY **ROBERT HOLLAND**

68 EXCLUSIVE
A NEW BREED OF CAT
Hovercraft technology makes the Axcell 650 different from other cats.
TEXT BY **CAPT. BILL PIKE**





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44
38
34

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CONTENTS

MARCH 2012
VOL. 28, NO. 3

Departments

10 LEADLINE
When fishing is about more than fish.
TEXT BY CAPT. RICHARD THIEL

12 MAIL
We win some, we lose some.

16 NEWS
Tuning in to tune out; and *PMY* Tries: Cheeky Fly Fishing reel.
TEXT BY BRAD DUNN AND JASON Y. WOOD

20 BOATS
Mares 45 Cat, Westship 40 Meter, Carver 54 Voyager; plus a Vripack design and other megayacht news.
TEXT BY KEVIN KOENIG AND ALYSSA HAAK

26 YARD
Ensuring uninterrupted power aboard; plus *PMY*'s Tip of the Month.
TEXT BY ERIC COLBY

30 GEAR
Using technology to find fish; and when a CHIRP isn't just for the birds.
TEXT BY JASON Y. WOOD AND TIM BARTLETT

78 BROKERAGE
Price and time on sale tell buyers and sellers the real story.
TEXT BY JASON Y. WOOD

128 AFTER WORD
Proof that flying fish come in all shapes and sizes.
TEXT BY PATRICK FORD

P. 16
CHEEKY'S FLY REEL SHOWS ITS TRUE COLORS.

Top photo courtesy of Mares International; bottom photo courtesy of Cheeky Fly Fishing

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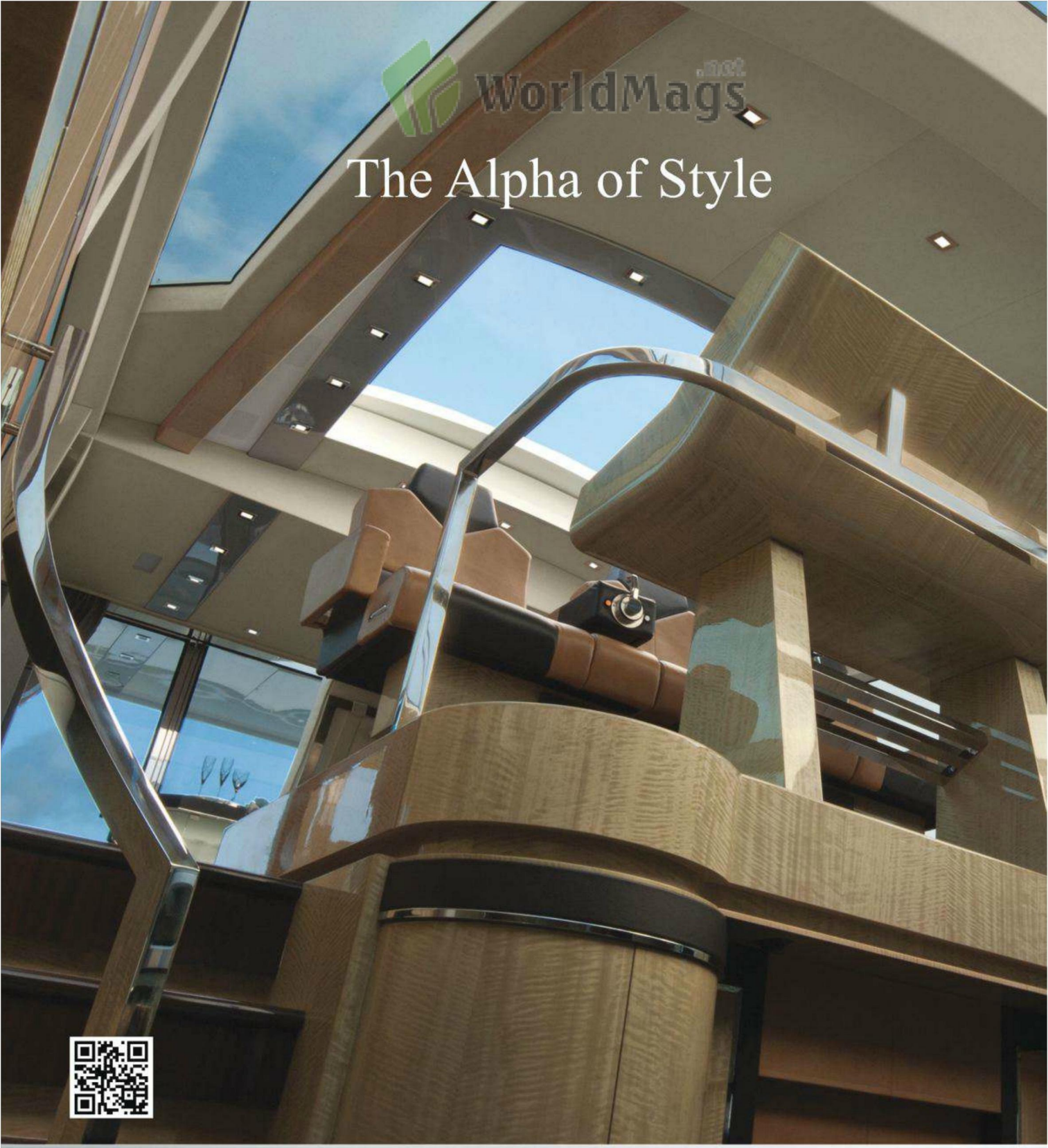

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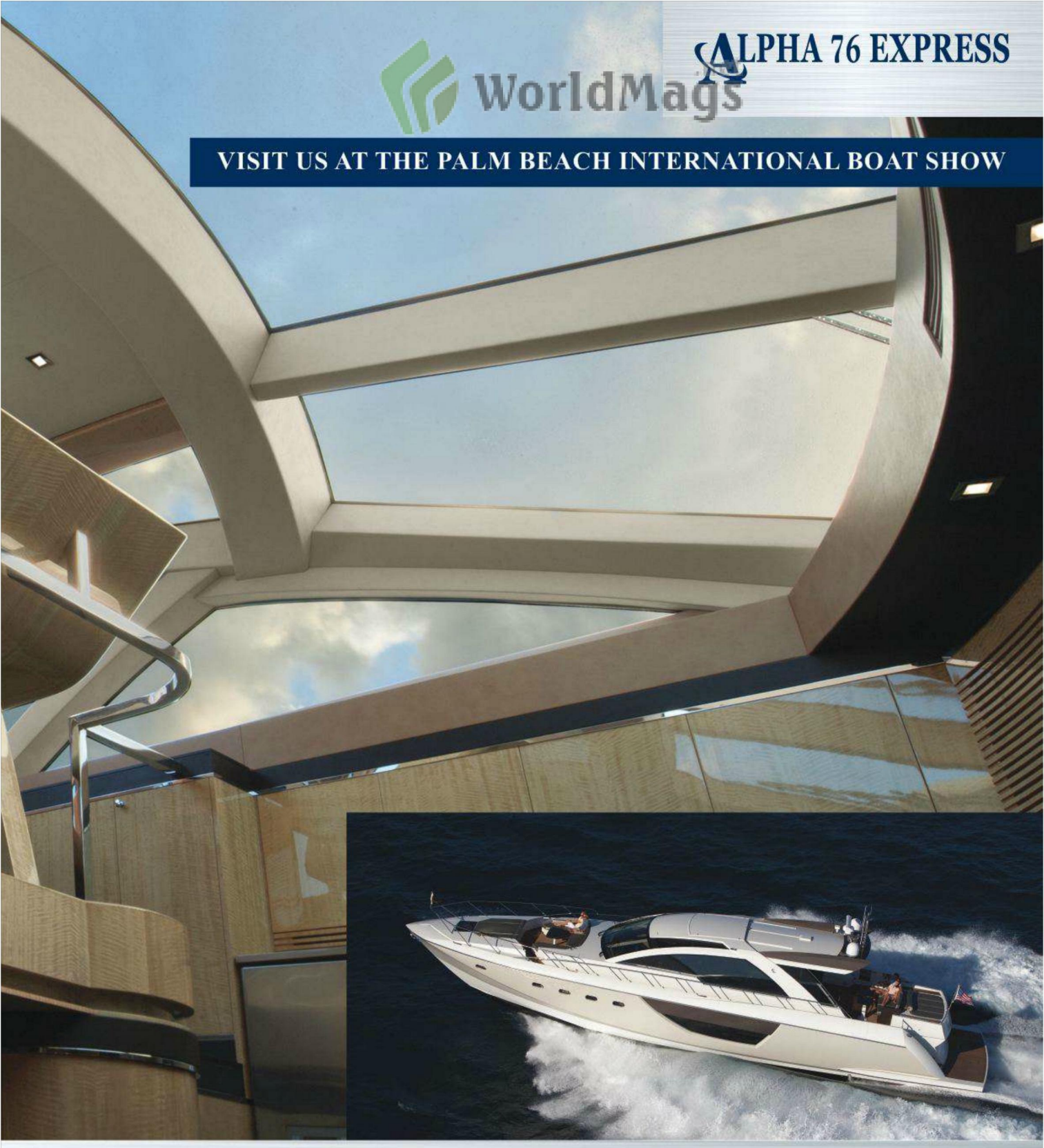

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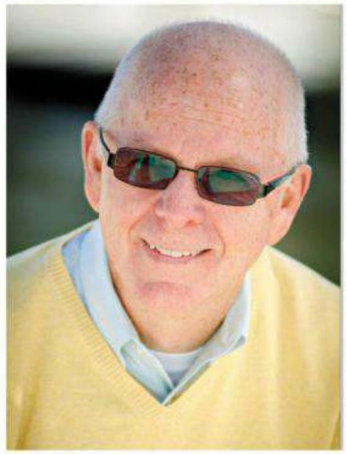
LEADLINE

SOMETIMES FISHING IS NOT JUST ABOUT THE FISH.

Fishing As Therapy

Every year when our annual sportfishing issue rolls around I get to ruminating about fishing and how it is that one activity can mean so many different things to so many different kinds of people.



Our issue typically emphasizes the big-game permutation, which is unique for a variety of reasons but mostly because it is a group activity. I always think of fishing primarily as a solitary endeavor (disclaimer: I just finished rereading *The Old Man and The Sea*). Even when multiple fishermen go out on a single boat, it's basically one man trying to outsmart one animal. Big-game fishing, on the other hand, is a true team sport with each member having a specific assignment. The explanation for this is obviously scale: The magnitude of the quarry, distances, and boat demand it.

One advantage of team-style fishing is the feeling that you're part of a group of like-minded people who share a common goal; one disadvantage is that it's much less of a reflective pastime. When you're fishing alone you have time to contemplate and reflect, a rare commodity. Over the years I've found it is this zen quality that has rewarded my efforts far more than the actual catch. When I'm fishing alone, be it in a stream or a boat, my mind calms, my pulse drops, and I'm rewarded with the chance to think about things I normally don't think about.

But I don't need to be totally alone. Every year I fish a few times with a guy named Kirk. Now Kirk is someone who the world has kicked around and who has kicked it right back. If personality were measured like sandpaper, Kirk's would be 50 grit. He's just not all that pleasant a guy to be around—until we climb into his 21-footer to go hunt stripers. The minute we clear the ramp, Kirk becomes the best company imaginable. Not for his conversational prowess—most of our time is spent in silence, each with his own thoughts—but for the comfortable space he provides. When we do talk, it's about meaningful things like family and values and duty—subjects we'd never broach on land. Such peacefulness descends upon the boat that a strike is more likely viewed as an intrusion than a cause for glee.

When we're back at the dock the process reverses itself and Kirk becomes his old gritty self. More often than not our catch is small, but we shake hands and go our separate ways, a little calmer and maybe even a little wiser. Sure beats psychotherapy. PMY

Capt. Richard Thiel
Editor-in-Chief

Photo by Craig W. Dale

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QUESTIONS
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HAVE A COMMENT OR SUGGESTION? WE'D LOVE TO HEAR FROM YOU.

A Tired Defense?

Kudos to Capt. Thiel on his engaging and informative November 2011 editorial on decision fatigue. What I thought was a lame lament of the idle rich turned out to be a very helpful and important safety warning.

If only I'd read his article before I got the traffic ticket I received after making too many decisions while I was driving.

Having failed to end a nice telephone conversation at home early enough to avoid rushing to pick up my daughter from school, I returned a series of cell-phone calls while driving and missed the cop sitting on the side of the road in a speed trap.

Oh, well. I've decided to tell it to the judge.

ONA LEWIS
VIA E-MAIL

AT THE HELM

ON THE DOCK

LEADLINE

© THE REASON YOU RAN AGROUND MORE ABOUT FATIGUE THAN FATIGUE

Decisions, decisions...

I was sitting at my favorite local watering hole "conference center" (aka marina pub) late last summer swapping solutions to the world's problems and spinning boating yarns, useful and not, with some friends.

Eventually the topic turned to the two inevitabilities of hurting watchmen and groundings, specifically debating if we were and sophisticates. Does one actually need to lose one's cookies to be considered seasick or does mere nausea qualify? Is grounding really a ground-ing if you aren't actually stuck—hard aground—or does that mean delicate terms "touching bottom," @ the ME?

When the bullish wings arrived, the nail-in-one debate understandably stirred, and we began swapping tales of getting where the water wasn't. Somewhere around the time the fifteen showed up, someone offered the comment, "Did you ever realize that decision soon morphed into a collective acceptance and then into an energetic embrace of this as everyone remembered how many more late-day mishaps they had endured fatigue and alcohol, the dimension of natural light, and something about sunspots.

A few days later, in a more reasonable sense, I pondered this phenomenon—especially since it seemed to jibe with my experience. I did a little research and came across an article in The New York Times about something called "decision fatigue." The article is long and quite involved but the topic is fascinating and worth looking into if you are regularly called upon to make multiple social decisions, as is captain. The short-ened version without paying a biological price." The article goes on to point out that decision fatigue is different from physical fatigue in that you're not consciously aware of it. Furthermore, the more choices you're called upon to make in a given day, the more likely you are to suffer from decision fatigue, the more serious it is likely to be, and the more likely you are to take shortcuts. Shortcuts manifest themselves in two ways: being reckless or doing nothing, neither of which work well on a boat when you're trying to find your way back to port.

The study's most important finding is that you can't avoid decision fatigue, short of off-loading decisions to others—which of course is itself a decision. Indeed every decision counts. Whether you're trying to figure out which hair to cut or which swimming trunks to wear, you're only get so much mental energy, even

Capt. Richard Thiel
Editor-in-Chief

A CURRENT AFFAIR

Many times, and with rather large vessels, I have been in a similar situation as *Paper Moon* [original article, Seppetember, 2011]. However I'm sorry, but Duane Ising is correct and Capt. Bill Pike is not.

Nowhere in the rules does it state that Rule 9 (a) (ii) and Rule 14 (d) regarding current applies to ALL inland waters. In fact it states just the opposite, and it further details exactly just where those rules concerning current do apply: "The Great Lakes, Western Rivers, or waters specified by the Secretary." Those waters are further specified by the Secretary in CFR 33.8923.

Paper Moon was incorrect to think she had right of way at the Blackburn Point Bridge simply because they were the downcurrent vessel. The proper move would have been to ask for consideration due to the current which, unlike a river current always flowing in one direction, is tidal anyway. It would have been seamanlike as well for the other vessels to grant the request.

CAPT. RIC CURCIO
VIA E-MAIL

Duane Ising's comments regarding Navigation Rules 9 and 14 [November, 2011] are completely correct. The cited paragraphs regarding down-bound vessels do not apply to the ICW. The editor's misinterpretation can be forgiven for someone who is not a current active Master, but a licensed captain is held to a higher standard for knowing and understanding the COLREGS more thoroughly than the average boater. Your arrogant response to his letter and refusal to admit

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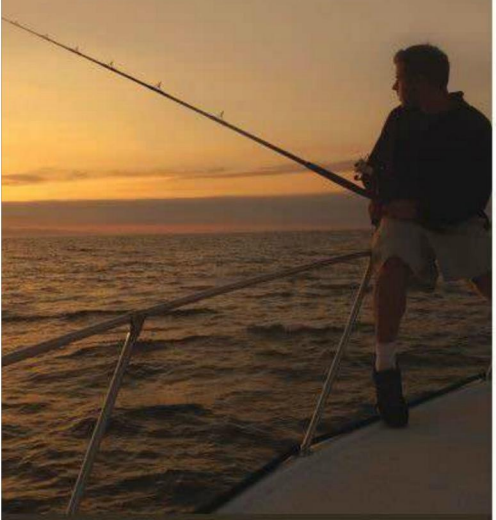

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your error will not be easily forgotten by readers that DO know and follow the Navigation Rules.

E. BRATCHER
VIA E-MAIL

Capt. Bill Pike responds:
Duane [Ising], I owe you an apology, I think, for the arrogant way in which I approached your very valid question. I admit that I didn't do enough research before answering your question (I simply talked the whole thing over with a friend of mine who is an inland tugboat skipper and went with what he told me) and perhaps we both are wrong. Anyway, I am going to research further and will run my findings in an upcoming issue of PMY. *Again, I am sorry. Now and again unfortunately, my head gets just a tad big for my hat. Take care and thanks for writing a missive that has generated a whole bunch of other letters, most of them in your defense.*

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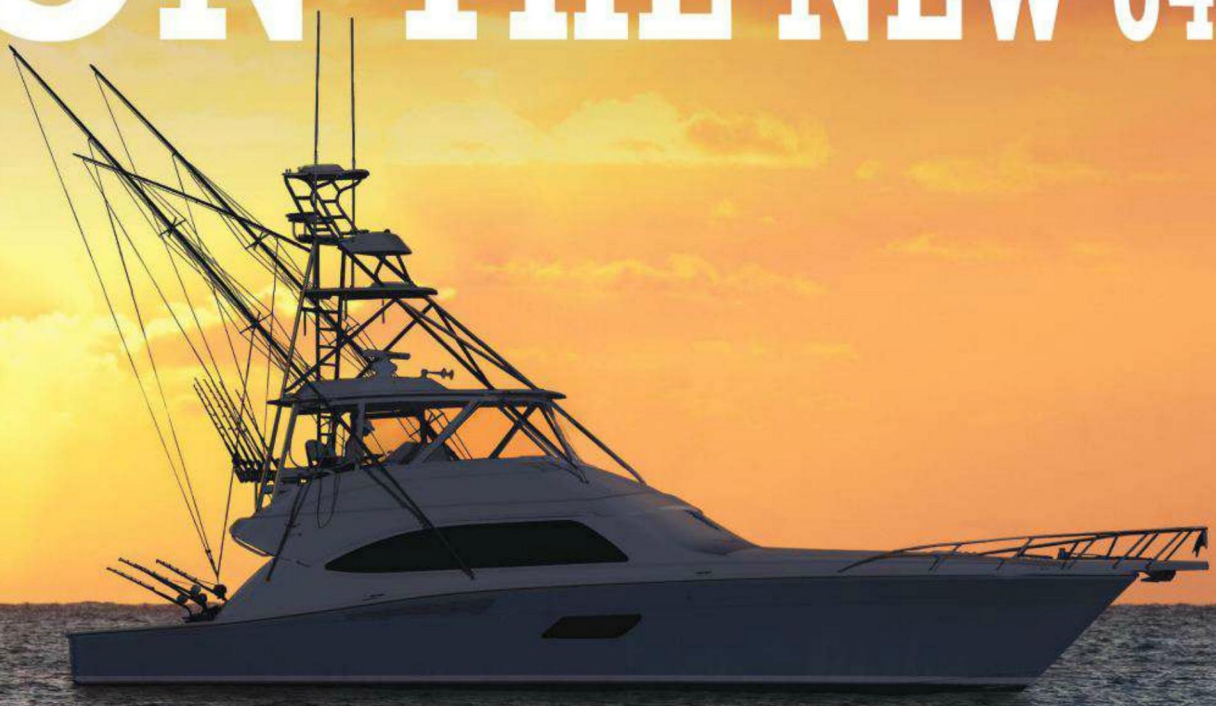

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THE WHO, WHAT, WHEN, WHERE, AND HOW OF BOATING

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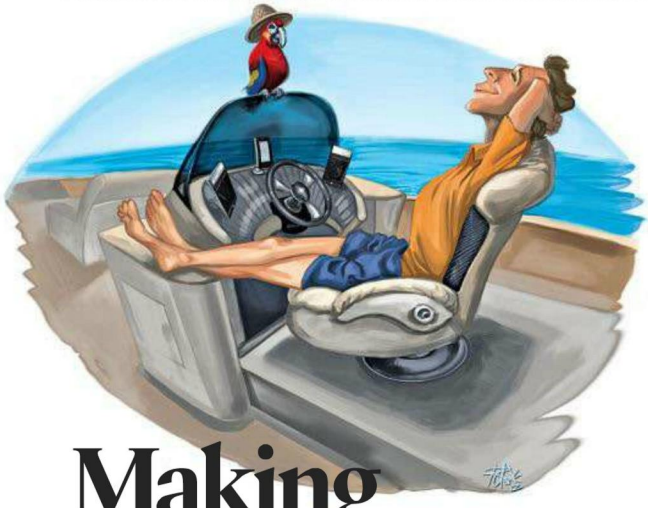


Making Radio Waves

TEXT BY **BRAD DUNN**

No question boating deserves its own soundtrack, its own voice, its own listening experience. Many of us want audio that's distinctive when we're on the water even more than we do when we're on shore. Whether it's Jimmy Buffett or nautical talk radio, boating goes best with its own soundtrack. Recently, a new station in Turks and Caicos began broadcasting its version of the ideal cruising music. Tradewinds Radio, based in Providenciales and broadcasting on 104.5 FM, caters to Baby Boomer boaters.

> "It's the kind of station that sweeps you away.

"It's the kind of station that sweeps listeners away with the best music you can sing along to," said Capt. Dan Horn, the station's managing director. "It has a tropical flavor added to the mix of artists like Neil Diamond and Eric Clapton, back to back with Bob Marley, CSN, and Jimmy Buffett."

Tradewinds believes that the right sound makes boaters feel part of the nautical community. "I understand boaters," Horn said. "I've been living on my own boat for the past 15 years."

If you prefer, you can find a beloved on-air boating personality in almost every corner of the country. "Nautical Talk with Capt. Lou" celebrated its 20th year broadcasting on 95.9 FM WATD in Marshfield, Massachusetts. Capt. Lou, whose live show is on Sundays at 11 a.m, has interviewed boating legends from Reggie Fountain to Jacques Cousteau.

Airing out of Florida every Saturday are Capt. Tom Healy's "The Boating Life," at 8 a.m., and "The World of Boating" at 1 p.m. And in California, Capt. Mike Whitehead broadcasts his "Boathouse Radio Show" every Saturday at noon. All three are live call-in shows and feature information on boating tips, travel ideas, and nautical news.

For a new sound during your next day cruise or fishing trip, check out a local legend via podcast or satellite radio. What boating radio show or playlist do you recommend? Tell us at Facebook.com/powerandmotoryacht. PMY

Carver Yachts Adds Breakwater Marine to Dealer Network

Carver has expanded its dealership network by making Seattle-based Breakwater Marine its dealer in the Pacific Northwest. "We are proud to confirm a strong partnership for a very important market for Carver Yachts," said Erik Nelson, V.P. of sales and marketing for the Wisconsin boatbuilder. "This is an extremely dedicated organization committed to providing extraordinary service to all their customers. They have set new standards for their exemplary aftermarket support and customer dedication programs." Breakwater showcased Carver's newest boats, the 54 Voyager and 44 Sojourn, at the Seattle Boat Show in January.

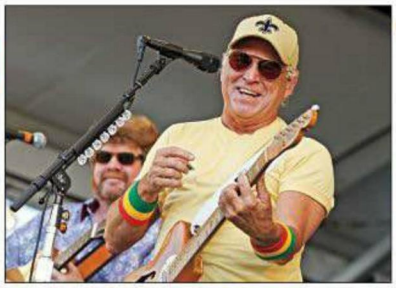
Spencer Ship Expands to New Jersey

Monaco-based Spencer Ship has opened a new U.S. office in Millville, New Jersey. A global distributor for numerous boatbuilders, including Donzi, Pro-Line, and Ocean Yachts, Spencer Ship appointed 30-year marine-industry veteran Doug Finney to oversee the new location. "Doug's experience in both domestic and international sales development, along with his background in retail dealership man-

THINGS WE LIKE

Speaking of Jimmy Buffett

The "Margaritaville" singer recently donated a 33-foot research boat to the University of Southern Mississippi for its work studying environmental changes in local bayous.



QUIZ

1 True or false: You should expect more flotsam along coastal waters after heavy rains.

2 What does the inner ring of a compass rose indicate: true or magnetic bearings?

Illustration by Richard Clark; Top photo courtesy of Carver Yachts; Bottom photo by Amy Harris/Corbis

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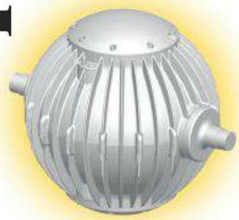
ELIMINATE BOAT ROLL



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TEXT BY JASON Y. WOOD

Cheeky Fly Fishing Mojo 425 Reel

PMY TESTED

Form follows function in this work of American art.

I can still hear the rain pelting the bill of my cap as I stepped aboard the water taxi in Ketchikan, Alaska. I had arrived to join a motor-yacht delivery to Seattle via the Inside Passage, and I couldn't wait to see the wild country. Little did I know it would be quite *this* wild: The September salmon run was on. Fish were leaping everywhere, nearly as numerous as the raindrops that pocked the water's surface. As the water taxi putted along, I vowed that I would never again be caught near fishable water without a rod and reel.

Since I prefer fly-fishing, it had to be a fly rod and reel. For the latter I chose the Cheeky Mojo 425, and took it out on a warm winter outing to Long Island Sound in hopes of scaring up a resident striped bass. Made in the USA of aluminum and titanium, the Mojo 425 can handle lines from seven to ten weight; it will hold 350 yards of 30-pound gelspun with a ten-weight line, thanks to a wide spool designed to bulk up the backing, and the capacity only goes up with lighter lines. And it feels good in the hand. Weighing 7.3 ounces, the Mojo nicely balanced my graphite Orvis Zero-G nine-weight rod and gave me fast and silent line retrieval thanks to a removable clicker plate. (Some anglers like a click option when they reel but I've never seen the need.) The sealed KarbonEVO drag lets the spool turn smoothly and is infinitely adjustable between freespool and lockdown—very handy when you need to deal with lots of line in windy conditions to optimize your casting time. And sometimes that's the point: to sneak away for a few exploratory casts when the tide is right and the water looks good. Or when it doesn't.

The 425's frame and spool are anodized in bright, contrasting colors—the model I tested was blue and gold. That nontraditional palette has at least one advantage: It's good-looking enough to leave out and rigged in an overhead rod rack, ready to fill your hand when the fish are numerous as raindrops. PMY

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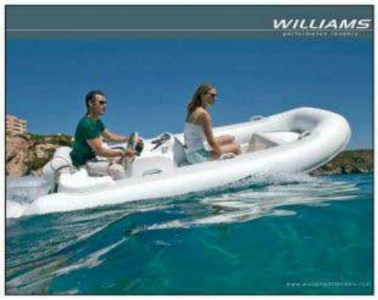
agement, presented Spencer Ship with opportunities on multiple fronts. His reputation and resume speak for themselves," said Craig Spencer Harvey, the company's international sales manager.



Williams Tenders Adds U.S. Dealership

Williams Performance Tenders is expanding its market in the United States by appointing Performance Tenders USA to be its exclusive dealer in Fort Lauderdale. The new location will offer sales and servicing for Williams Turbojet and Dieseljet tenders. The move marked a series of recent expansions into countries including Australia, Dubai, Hong Kong, Brazil, and Russia. "This is a very exciting time for Williams. We recently launched our Dieseljet range in Europe, which has experienced great success across the globe, allowing us to further meet the demands of superyacht and leisure-craft owners," says Paul Roberts, Williams' dealer manager. "This planned expansion into the U.S. market represents a significant development for Williams and we are looking forward to working with Performance Tenders USA to further develop the brand."

AGENDA

March 9-11	March 22-25	March 23-25
The National Capital Boat Show in Chantilly, VA. (804) 425-6556. agievents.com	**The South West International Boat Show in League City, TX.** (561) 842-8808. southwestinternationalboatshow.com	**The Floating Boat Show in Anacortes, WA.** no phone listed anacortesboatshow.com

QUIZ

1 True: Inland rivers tend to wash down more flotsam after storms

2 Magnetic bearings.

Top photo courtesy of Cheeky Fly Fishing; Right photo courtesy of Williams Tenders

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BOATS

TEXT BY KEVIN KOENIG

MARES 45 CATAMARAN
WESTSHIP 40M MEGAYACHT
CARVER 54 VOYAGER

EXCLUSIVE
Mares 45 Catamaran

Mares was founded in 1982 by a Brazilian businessman who had spent time in New Zealand. While among the Kiwis he noticed that their well-designed powercats handled New Zealand's notoriously rough currents with grace and aplomb. He set about mirroring those boats' admirable performance, stability, and overall seakindly nature with his own company.

Mares recently splashed a 45-foot powercat that features a hull that forces air into the tunnel which helps the boat gain lift, allowing it to glide over swells instead of slicing through them. This in turn helps the boat achieve the kind of speed and fuel efficiency that any owner will appreciate. Furthermore, being a catamaran, the 45 enjoys stomach-quieting stability in rolling seas, something virtually unheard of in monohulls.

Two spacious en suite cabins below provide a place for those onboard to rest, while a saloon above features exceptional 360-degree views. The 45 comes kitted out either with a flying bridge or as an express, which Mares believes will be quite popular. Whichever style an owner chooses, he'll rest assured knowing his big cat has both an eclectic pedigree and seriously good performance. PMY

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EXCLUSIVE
Westship 40 Meter Megayacht

They say that tough times don't last but tough people do. The same appears to apply to boatbuilders.

The industry has seen an undeniable shakeout over the last few years as the world economy has taken its cue from Mr. Toad's Wild Ride, but lately it has been showing signs of life. One good example is Westship World Yachts. Under the aegis of CEO Ricardo Ruelos, the American yard, famous for building megayachts and large sportfishermen, has just announced plans to roll out two to three yachts per year in 2012 and 2013.

The first of those builds looks to be the 40 Meter Megayacht. She'll be a trideck with ample outdoors space for those looking to have some fun in the sun in the Med or Caribbean. She'll also be able to make some serious time cruising those waters, thanks to twin MTU 16V2000s propelling her to a top speed of 29 mph. Accommodations for eight guests will be comfortable and roomy, and since the yacht is designed to be tended by six crew, guests will be doted upon and everyone should wake up feeling refreshed and ready to face a new day—challenges and all. PMY

■ **WESTSHIP WORLD YACHTS**
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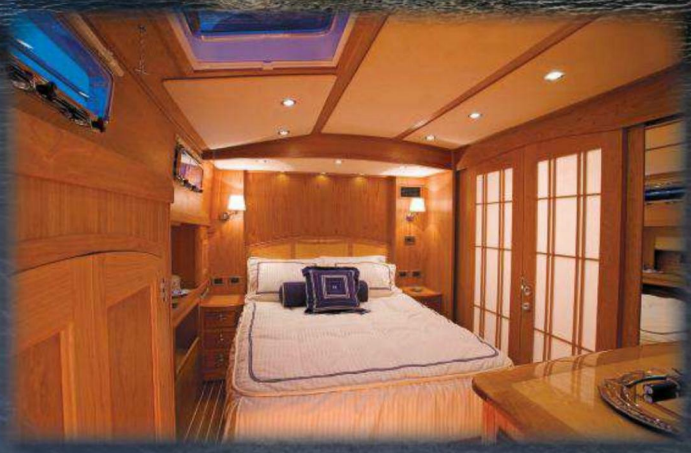
Specifications

LOA:	131'0"
BEAM:	24'6"
DRAFT:	6'6"
STD. POWER:	2/2,400-hp MTU 16V2000s
SPEED:	29 mph
PRICE:	Upon Request

Top photo courtesy of Mares International; rendering courtesy of Westship World Yachts

A Flybridge Lends Enchantment To The View.

(with apologies to Mark Twain)



Sabre 54 Fly Bridge or Salon Express? Some like the view and the wind-in-the-hair feeling that comes from riding on a bridge, while others prefer the controlled peace and quiet of an inside helm. You decide what best suits your boating lifestyle.

Available with IPS, the Sabre 54 will impress you with her speed, agility and fuel economy. Of course the Sabre cannons of interior design and finely finished joinery come standard as well.

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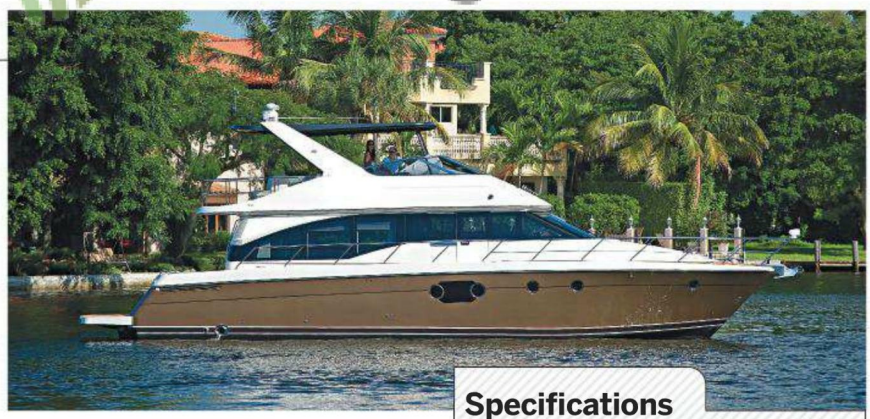
BOATS

EXCLUSIVE
Carver 54 Voyager



Anybody who has ever done any amount of cruising knows this one principle to be true: Onboard space is key. If you're on the water for any significant amount of time, you'll want as much of your boat to be usable as possible. We're not saying you're at risk of experiencing *The Shining*-like cabin fever without it—just that a little bit of privacy at sea goes a long way.

Enter the Carver 54 Voyager, a boat with all the space you could ask for on a 56-footer. The Voyager sleeps six in its three cabins, each of which boasts up to 6'11" of headroom. The en suite aft master is further notable for its queen-size berth with an inner-spring mattress.

On the main deck, the Carver uses her 15'2" beam to full advantage. The spacious main saloon is on the same level as the cockpit, while the galley and lower helm station are on a platform forward. The space is accented by rich, lush fabrics and elegant hardwood soles.

Up top, the flying bridge offers a helm station with unobstructed views and additional entertainment space with plenty of access to the pleasant breezes and warming sun you're bound to come across while traveling aboard this spacious yacht. PMY

Specifications

LOA:	56'3"
BEAM:	15'2"
DRAFT:	4'9"
STD. POWER:	2/500-hp Volvo D9 diesel inboards
SPEED:	26 mph
PRICE:	Upon Request

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Photo courtesy of Carver Yachts

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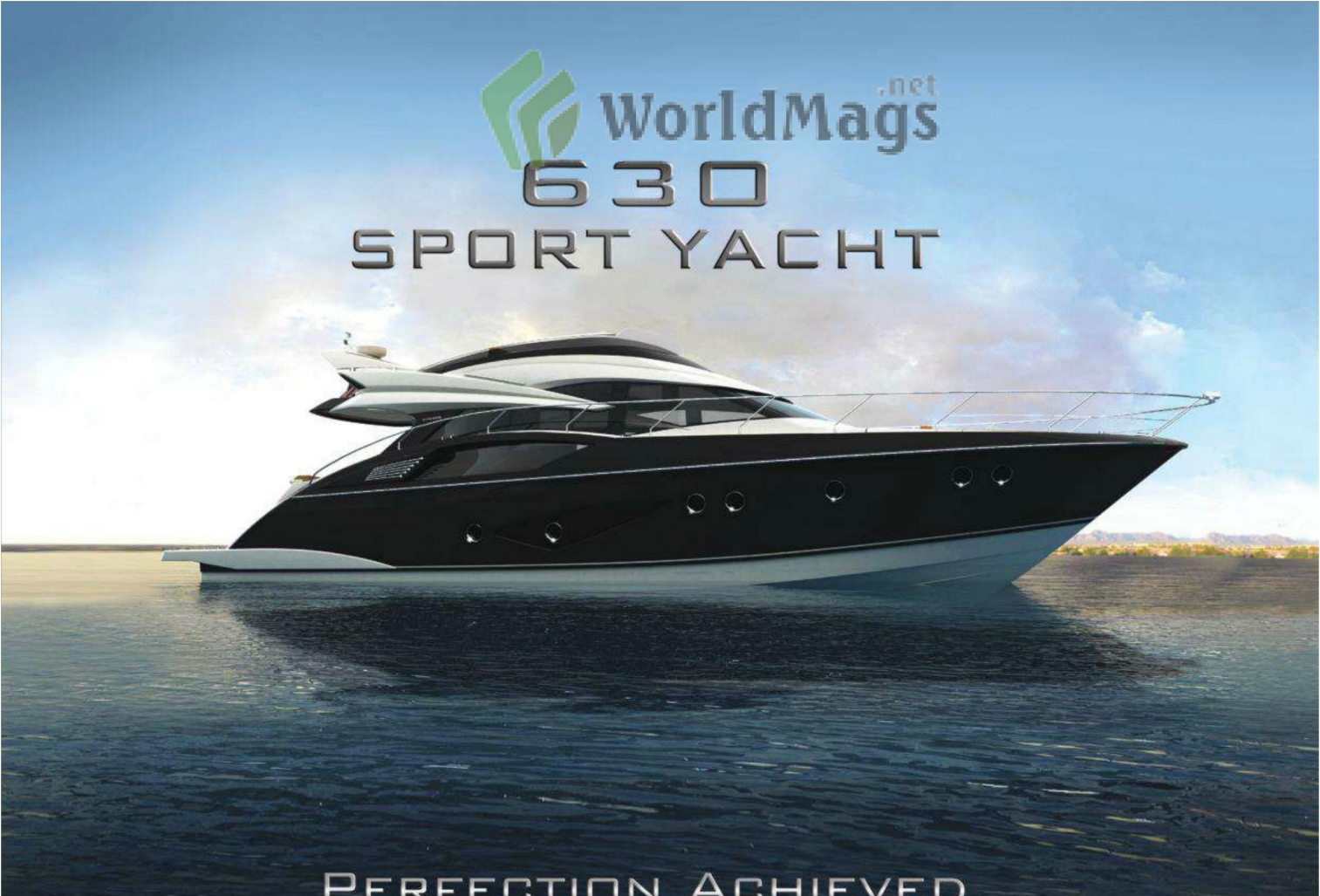

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BOATS

TEXT BY **ALYSSA HAAK**

Design Driven

When we discuss megayacht designs we're often talking about concepts that shipyards or designers have created in hopes of enticing a buyer, oftentimes with yachts that push the envelope in terms of design and technology. For example, Feadship always presents its Future Concept at the Monaco Yacht Show. Sometimes the presentation actually gets built (2008's *Predator*) and sometimes it doesn't.

The design for Vripack's Rossomare 115 is different because it has an owner but is currently missing a shipyard. Robin de Vries, the Vripack designer who developed the project, says that the owner knew Vripack's work through an acquaintance's yacht and wanted, "a design Bible to be able to take to any shipyard to build."

The owner, already an accomplished yachtsman with a number of smaller vessels under his belt, had very specific requirements. For example, there's a canoe stern that showcases his love of 1930s design, which is also reflected in the concept's Art Deco interior.

And indeed it was the interior layout that forced the Vripack designers to think differently. As the owner is not a public person and intends to captain his vessel, the entire bridge deck will be private—even to crew. A second helm will be on the sundeck, which will be accessible only via an interior staircase. That posed a structural challenge: how to drain water that accumulates on it. De Vries says a trim board recess he created should work similarly to a gutter.

Forward on the lower deck, there will be only three crew cabins—fewer than on many other 115-foot yachts. Also below will be the two guest staterooms, which will be all the way aft and have direct access to the beach club—that increasingly popular spa and bathing area that replaces an aft tender garage. The engine room will be amidships, providing easy access for the engineer and crew, and features fire- and sound-resistant windows to the interior passageway.

This yacht should have everything the owner could want—as soon as he finds a shipyard to build it. PMY

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Blohm+Voss

Lets Make a Deal

In today's turbulent economy, several yards seem to be changing hands faster than some of the yachts they build. First, there's the German yard Blohm & Voss, currently owned by ThyssenKrupp. The German government rejected a 2010 bid to buy it made by the Abu Dhabi MAR conglomerate, which also owns the CMN and Nobiskrug shipyards, because the sale would have included ThyssenKrupp's military division. A new bid placed in December 2011 by UK-based Star Capital Partners shouldn't face the same obstacles as it excludes the shipyard's military and submarine contracts.

In another deal, creditors have sold a 75-percent stake in the Ferretti Group—which includes CRN, Riva, Pershing, and Bertram yachts—to China's Shandong Heavy Industry Group, which manufactures construction and other industrial products. Though production, management, and headquarters will remain in Italy, the partnership hopes to help Ferretti's expansion into Asia and other emerging markets.

After Overmarine withdrew its bid for the Italian yards Baglietto and Cantieri di Pisa, Sanlorenzo again confirmed its interest in the historic shipyards during its annual press conference in Monaco.

As conglomerates and yards increase their bids, we'll be spending the next couple months watching where the chips fall. PMY

Top rendering courtesy of Rossomare

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HOW TO MAKE A GOOD BOAT EVEN BETTER

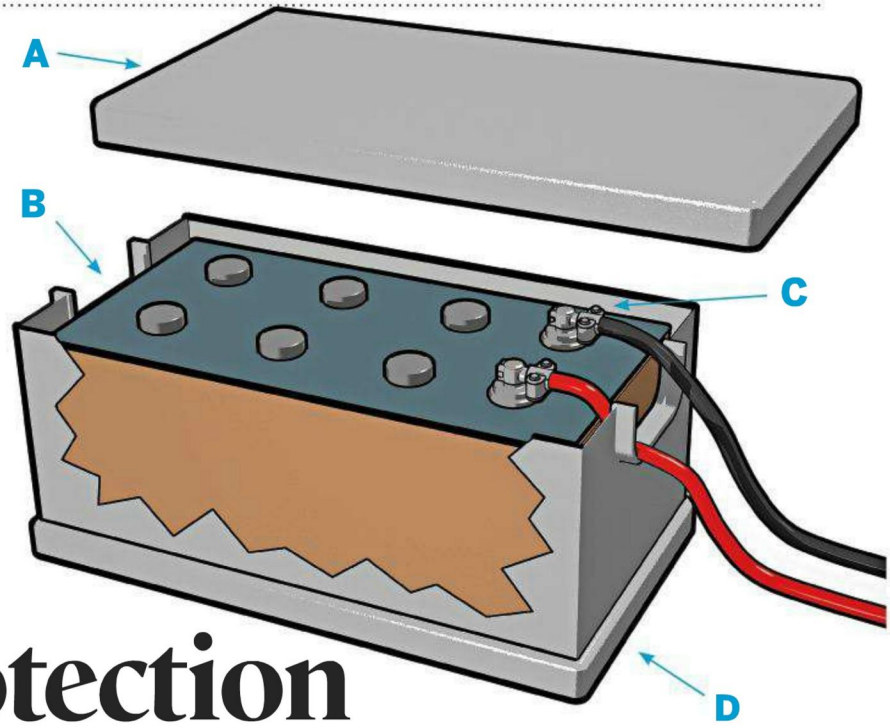
YARD

KEEPING BATTERIES IN PLACE

TIP OF THE MONTH

HERE'S HOW TO MAKE SURE YOUR BATTERIES DON'T GO SLIP SLIDIN' AWAY.

TEXT BY **ERIC COLBY**



A - Removable Lid
For simple maintenance

B - Gas Vent
Prevents gas buildup

C - Snug Fit
Prevents unwanted battery movement

D - Edged Tray
Catches spilled electrolytes

Surge Protection

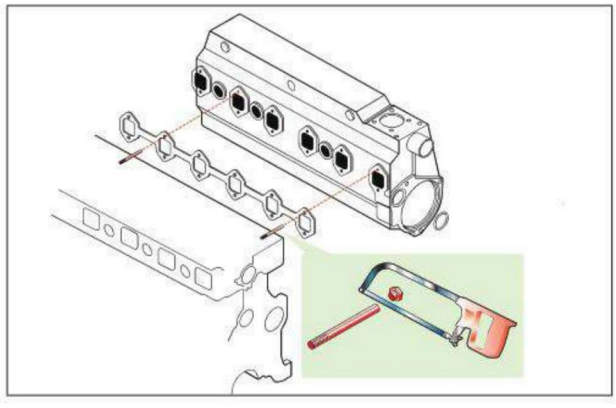
Both the owners of monster-hunting sportfishing boats equipped with a plethora of fish-finding and navigational equipment and of large yachts with onboard theaters that rival IMAX cinemas share more than just their passion for good times on the water. They each have a serious need for electricity. To meet that need for electrical power, their boats have batteries—and usually lots of them. Most experts consider a battery bank to be large if it gets more than 750 amp-hours at 12 volts from three paralleled 8D-series batteries or 500 amp-hours at 24 volts from four 8D batteries.

Boaters who want to add batteries to their boats' battery banks have many considerations. One big one is security. A commercially made battery tray or box is the ideal housing, but if you're in a retrofit situation and can't gut the dedicated battery area aboard your

GARMIN'S TIP OF THE MONTH

BUCK ARMIGER, SOLOMONS, MD

When replacing heavy engine parts such as manifolds, thread two bolts with the heads cut off into the outside bolt holes to line up the gasket and manifold with the exhaust ports. Start the new bolts in the empty holes, and when you have installed several of them hand-tight, remove the studs, thread in the last bolts, and tighten everything. This eliminates the difficult job of lining up the gasket and the manifold with the exhaust ports. It also makes manhandling heavy parts a one-person job.



Contest Guidelines

For your chance to win a **Garmin VHF 100** fixed-mount radio, send your best maintenance tip to **Capt. Bill Pike** at **bill.pike@pmymag.com**. One winner will be drawn from all entries each month. No purchase necessary.

Garmin VHF 100

Illustrations by Steve Karp; photo courtesy of Garmin

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vessel,your most important consideration will be to make sure that the batteries stay put, even in the roughest conditions. American Boat and Yacht Council (ABYC) standards say that a battery shouldn't be able to move more than one inch when a force of 90 pounds or twice the battery's weight, whichever is less, is applied. The image of a group of three or four batteries wiggling even an inch during a storm is unsettling. So you need to do your best to ensure that those batteries don't move *at all*.

If your batteries are stored on a shelf, it must have a retaining lip that will keep them from sliding out when your boat pitches or rolls. The lip also will also help retain any spilled electrolyte if a battery leak should occur. Because electrolyte contains acid, the shelf must be fabricated from an appropriate acid-resistant material such as aluminum or fiberglass.

Another way to hold batteries in place is to clamp them down using sturdy insulated metal alloy or molded fiberglass retainers that have threaded, through-bolted rods at each end. Make sure you can get to the fasteners at both ends. If rigid-style retainers won't work, try synthetic web straps.

> "Because hydrogen is lighter than air, a battery box or locker must be ventilated at its highest point.

Again, whatever material you choose must be impervious to acid, so something like a stainless steel positive-ratcheting strap would be a good choice. It should attach to the shelf or tray with strap eyes rather than with screws piercing the strap material, as they can weaken the material and work loose over time. Securing the strap with through-bolts is an even better option.

Using the shelf-and-retainer-style approach has the added benefit of ensuring that your batteries will have adequate ventilation. If you choose to employ a battery box with a cover, you must make sure that it can vent potentially flammable gases that might build up during charging to the outside. All batteries will release a little bit of hydrogen and oxygen during the charging process. Because hydrogen is lighter than air, a battery box or locker must be ventilated at its highest point. Batteries also need to dissipate the heat that is generated during normal charging. When multiple batteries are grouped together, there should be a gap of at least a quarter inch between each of them.

Most battery manufacturers agree that the maximum number of batteries you should wire in parallel is four. It's a must to periodically inspect these interconnecting cables for security and corrosion. When attaching them, make low-resistance connections and ensure that large-gauge cabling does not overload the terminals. No more than two-cable ring terminals should be installed on a battery post. Common lead battery posts require some form of conversion to studs that will accept a ring terminal. Look for adapters that utilize through-bolt fasteners. Bus bars and other termination points should be made of pure electrical-grade copper.

Finally, whether you design your own battery bank or a yard does it, make sure everything is clearly and permanently labeled to simplify service when the time comes. And make a diagram of the bank that shows the gear installed and the cable/wire routing, and keep extra copies, preferably on your computer so you can e-mail them if necessary.

With all those cool electronic gadgets on your boat, you *can* send an e-mail, right? PMY

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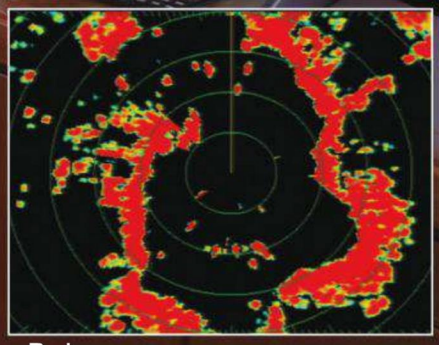

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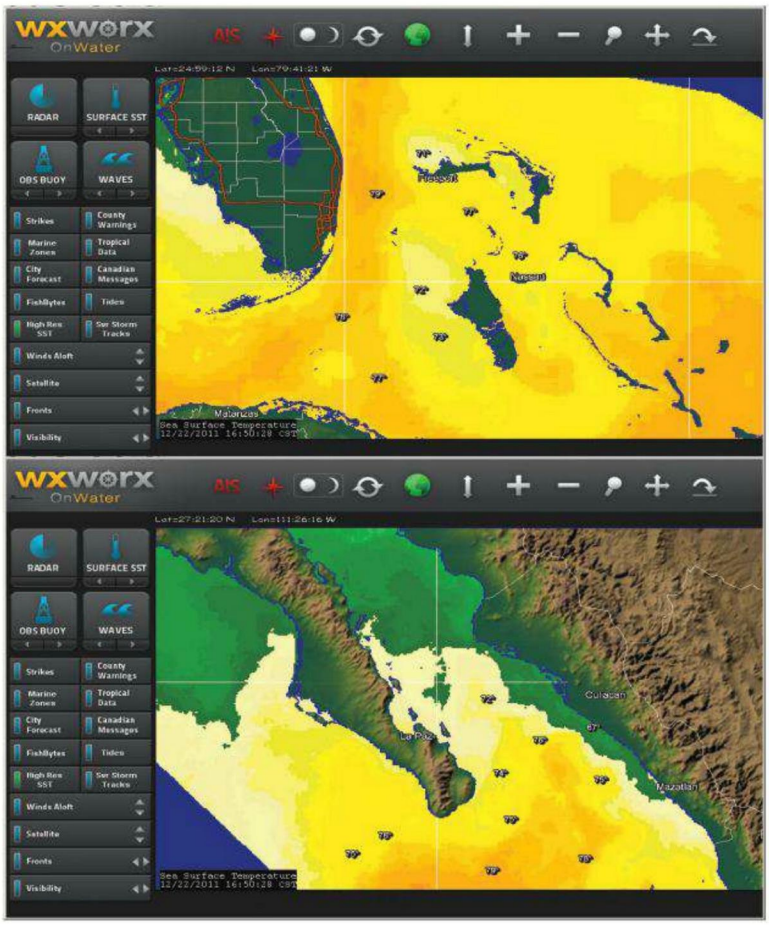
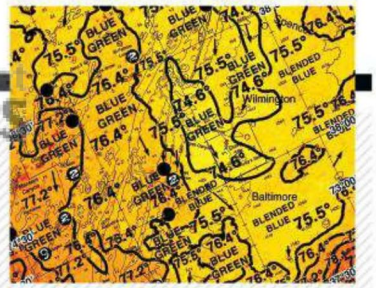


BARON SERVICES

TEXT BY **JASON Y. WOOD**

XM WX Satellite Weather

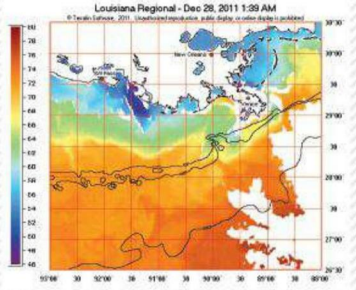
Searching for fish should put you on edge—right where you want to be. Smart anglers put their boat in the midst of pelagic feeding conditions. That's where XM WX Satellite Weather's super-resolution 2km Sea Surface Temperature data comes in. It's part of the Master Mariner package ($49.99 per month) for WxWorx on Water PC-compatible software. XM WX Satellite Weather derives data for the images from multiple sources to ensure good resolution in U.S. waters to about 200 miles out and uses mathematical models based on algorithms and data from NASA, NOAA, and the U.S. Navy to fill in chart gaps. It also updates the SST data four times each day. **(www.baronservices.com)**



ROFFER'S OCEAN FISHING FORECASTING SERVICE

SST Analysis

Good data is key for anglers who want to capitalize on fishing conditions, but context makes the difference. Roffer's Ocean Fishing Forecasting Service (ROFFS) provides that and equips anglers with information they need. ROFFS analyzes not just temperature breaks but also movement of the water masses between them, key to locating fish where they feed. A single analysis is $65 (less with preseason and plan purchases), which is a lot cheaper than a tank of wasted fuel. **(www.roffs.com)**

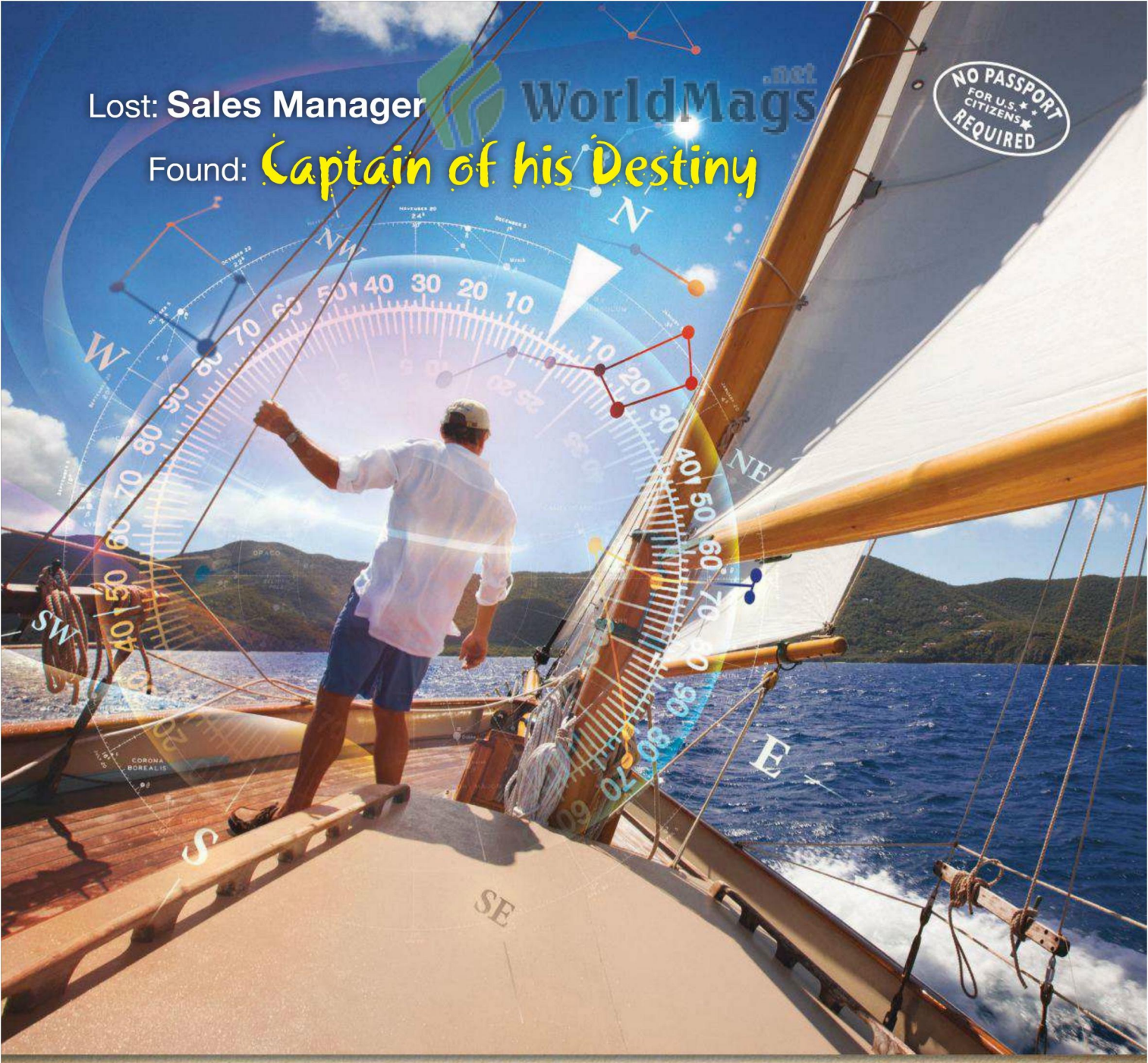


TERRAFIN SOFTWARE

SST View

Sea-surface temperature (SST) data for your cruising range and beyond is just $99 with Terrafin's Web-based software service. SST's charts are updated twice a day and once daily for chlorophyll, another key indicator. Access charts and look at any region as often as you like. Terrafin takes data from NOAA's Polar Orbiting Satellites, cleans up the best image, and provides temperature estimates and a lat-lon grid. Coverage includes U.S. coastal waters, Alaska and Hawaii, Central America, Mexico, and the Caribbean. **(www.terrafin.com)**

Left image courtesy of Baron Services; Top image courtesy of ROFFS; Bottom image courtesy of Terrafin Software



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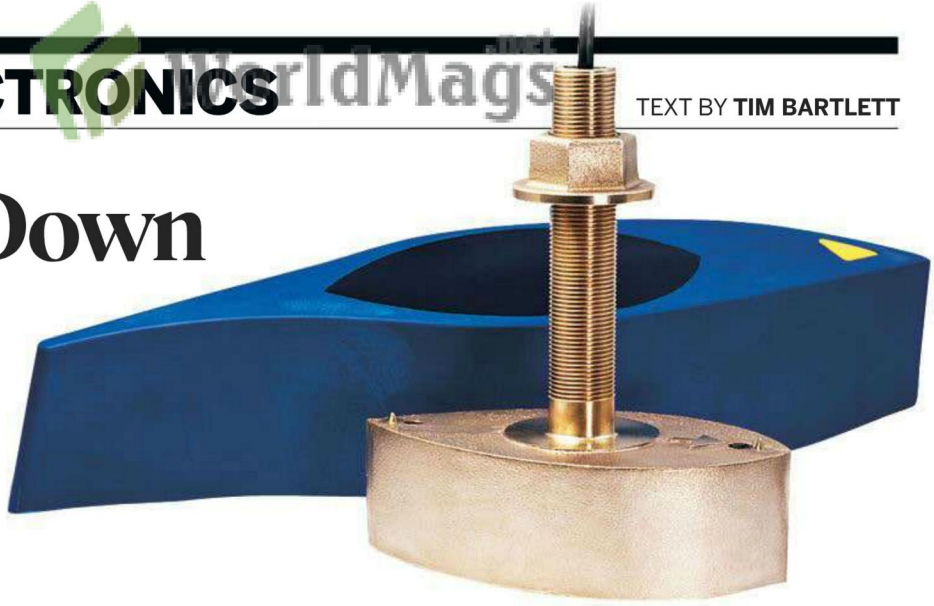
TEXT BY **TIM BARTLETT**

Looking Down

CHIRP transducers meet their match in sounder electronics, and the view below comes into sharp focus.



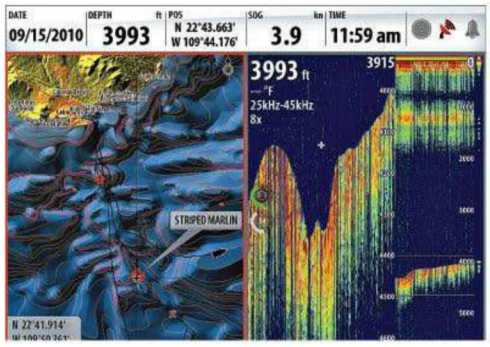
Every winning fisherman depends, to some extent, on perovskite crystals. For that matter so do the rest of us, whether we know it or not.

Perovskite crystal isn't a new kind of bait, nor is it that glittery stuff that makes lures sparkle. It's the name given to a naturally occurring mineral and to a whole range of synthetic copies.

The vital property that makes perovskite crystal so important to fishermen and boat owners is that it is piezoelectric. That means that if a crystal is compressed or stretched, it produces an electrical voltage, and if it is subjected to an electric voltage, it expands or contracts. And that is exactly what is required in a sonar transducer.

A sonar amplifier in a sounder produces a short pulse of alternating current electricity—usually at 50kHz (50,000 cycles per second) or 200kHz—and sends it to the transducer. In the transducer, the alternating current makes the piezoelectric crystal expand and contract at the same frequency, producing an ultrasonic "ping."

When the echo of the ping returns to the transducer, the same process happens in reverse: The crystal vibrates, creating a pulse of alternating current, which the sounder processes, creating either a picture, or a digital display of depth.



Natural perovskite might do the job, but the first refinement, even in a $100 Walmart fishfinder, is to use synthetic crystals, made by grinding the ores of such esoteric metals as zirconium and titanium into a fine powder, mixing them in exact proportions, and baking them in a highly controlled kiln to produce a high-tech ceramic disc or block with a layer of pure silver fused onto both its top and bottom surfaces to provide the electrical contact.

To make an efficient transducer however, requires more. Most conventional pulsed sonars operate at one or two distinct frequencies, so the ceramic has to be tuned so that it resonates at the right frequency. But "resonating" doesn't mean ringing like a bell.

Ringing—in this case the tendency for the ceramic to go on vibrating even after the electrical pulse has stopped—is a very undesirable characteristic because it produces indistinct pulses and correspondingly blurred and indistinct images on the sonar screen. Potting the ceramic in epoxy helps dampen this ringing effect and also physically protects the brittle crystal.

Over the years companies such as Airmar, which makes transducers for most of the major marine electronics companies, have worked wonders at achieving the two apparently contradictory targets of optimum resonance with minimum ring, to produce transducers that are very efficient at specific frequencies.

But then along came a new fishfinder technology called CHIRP (compressed high-intensity radar pulse)—also known as Broadband, Spread Spectrum, and Frequency Modulation.

"CHIRP is a game-changer for professional and sportfishing enthusiasts and is revolutionizing the fishfinder industry," says Airmar's V.P. of sales and marketing Jennifer Matsis. She compares it with switching from analog television to HDTV. "Customers currently using CHIRP are reporting detection so exact that certain fish species can be identified at depths never before imaginable," Matsis says.

The key feature of CHIRP is that instead of using very short pulses of ultrasound, it uses much longer-duration "chirps," with each chirp sweeping across a wide range of frequencies. The long chirps put as much as 1,000 times the energy into the water when compared to a conventional fishfinder. They also produce clearer pictures in deeper water and at higher speeds, but demand a completely different kind of transducer—one that is designed to resonate across a wide range of frequencies, instead of being optimized for just one or two. (For an explanation of how CHIRP sounders show fish size, visit www.pmymag.com.)

One day, perhaps, piezoceramic technol-

Above: CHIRP-ready transducers like Airmar's B265 are the key to getting clearer pictures (left) in deep water.

Top photo courtesy of Airmar; bottom image courtesy of Simrad

A NEW TOUCHSCREEN SO EASY, I DIDN'T NEED THE MANUAL!

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ogy will have advanced far enough to produce a single ceramic that can cope with the very wide range of frequencies that are used by chirping sonars. But at the moment, a multifrequency chirping sonar requires at least two separate ceramics: one to handle the high frequencies from about 130 to 210kHz, while another—which is more often an array of several matched ceramics—to handle low frequencies of 42 to 65kHz.

Airmar's B265LH, for instance, includes eight ceramics: A large one, nearly three inches in diameter, handles the high frequency range while a cluster of seven one-inch ceramics handles the lower frequencies.

But there's more to a CHIRP transducer than high-tech ceramics. It's a simple fact of life that whenever you pass any kind of energy through anything it gets turned into heat, and a transducer is no different. One old problem that has been brought back to the surface by CHIRP is that the impedance of a transducer—its tendency to oppose the flow of electricity—varies depending on the frequency at which it's operating. That's important because if the impedance drops, more power flows through the transducer, making it more likely to overheat and more likely, in the long term, to degrade the piezoelectric characteristics of the ceramic.

For a single-frequency transducer it's relatively easy to match the impedance of the transducer to the sonar. But matching the sonar to the changing impedance of a CHIRP transducer calls for some far more sophisticated technologies within the transducer itself, including the ability to communicate technical data about the transducer back to the sonar that is pumping power into it.

Another considerable challenge thrown down by the long chirps is the fact that the transducers have less time to cool than their predecessors. The pulses of conventional sonar are so short that a conventional transducer spends less than one percent of its time actually transmitting, compared with about ten percent for a CHIRP transducer. More power flowing for a longer duration makes more heat, which somehow has to be dissipated.

> "Instead of using very short pulses of ultrasound, it uses much longer-duration "chirps."

For a product that is surrounded by sea water, getting rid of heat shouldn't be a problem—unless, of course, the heat is sealed into the nice protective waterproof epoxy potting or shoot-through-hull box.

The problems aren't insoluble but none of this technology comes cheap, particularly when it is packaged in a guaranteed 100-percent waterproof housing and 40 pounds of bronze casting or a custom-made in-hull tank. The recommended retail price of Airmar's B265LH through-hull, for instance, is $1,700, while the R509LM is $4,495. Compare those with typical retail prices of less than $200 for the popular dual-frequency but non-chirping B45.

But the B265 is up to 1,000 times more sensitive than the B45, and the R509 is more than 6,000 times more sensitive than the most basic version. That's a lot of extra bang for your extra bucks. PMY

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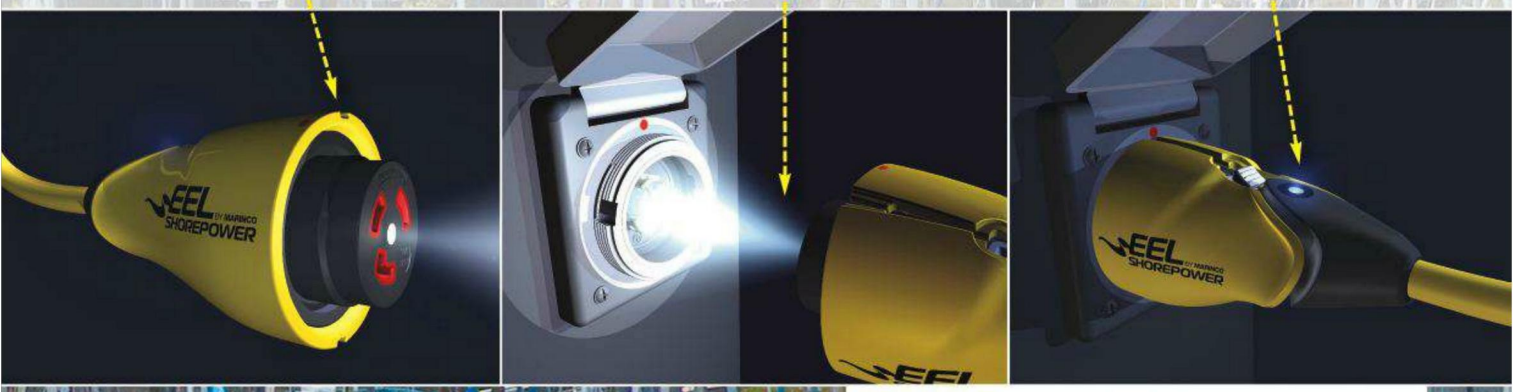

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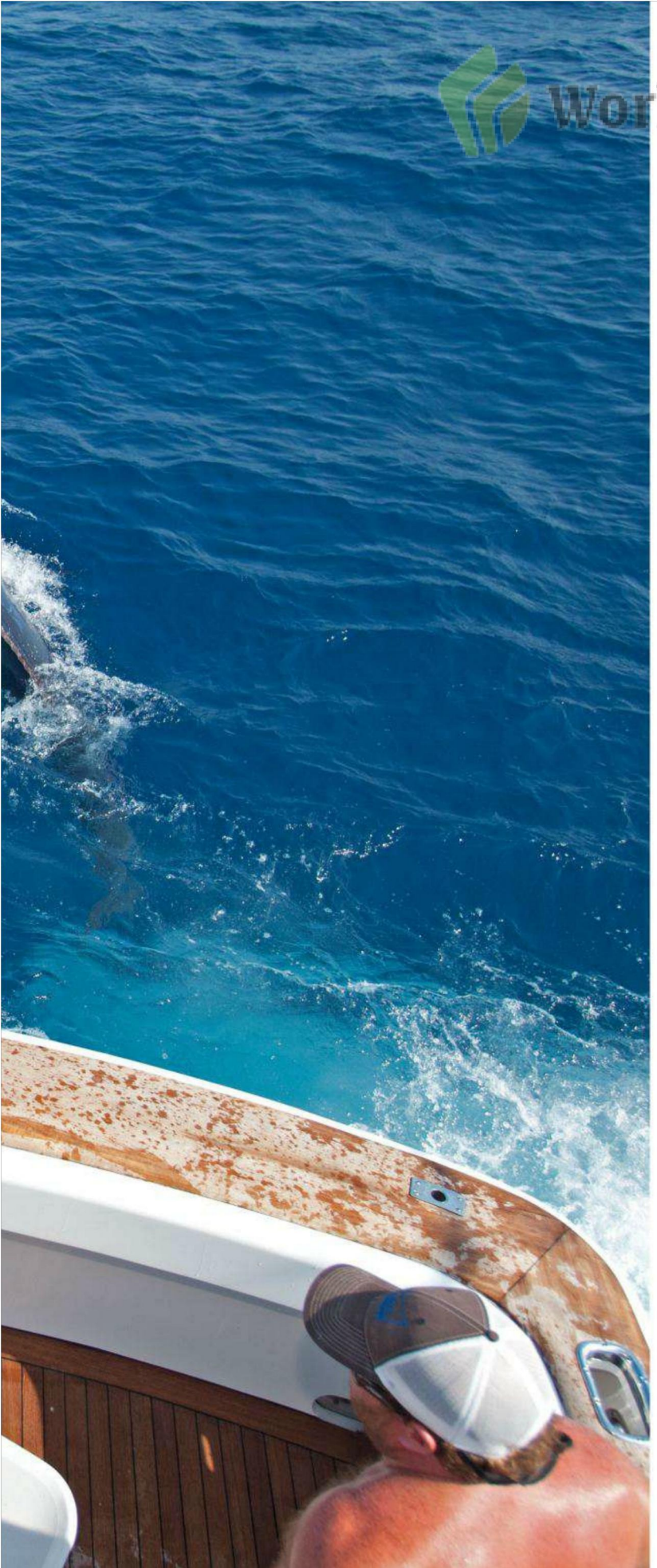
SPORTFISHING SPECIAL

The Grand Plan

TAKE AN ANGLER WITH A WILL, ADD A SKIPPER WITH A WAY, AND MIX IN CHALLENGING CONDITIONS AND WORLD-CLASS BLACK MARLIN. HERE'S WHAT YOU GET.

TEXT BY **JASON Y. WOOD** PHOTOS BY **SCOTT KERRIGAN**



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Those who fish for sport do so by following different paths, the choice of which depends on their goals. There are anglers who enjoy a day on the water, where the catch is secondary to the experience and fellowship. Then there are tournament fishermen who compete for huge cash prizes, fame, and the respect of their peers. Finally there are the record seekers who fish for the largest specimens or use the most challenging tackle in hopes of having their names committed to history—a shot at immortality. But regardless of the amount of planning or budgets or time they commit to success, all fishermen are governed by the uncertainty of the sport, best captured in the old saw: It's called *fishing*, not *catching*.

Catching *is* the point, and the point gets sharper as the fish and goals get bigger. Take Stephan Kreupl, a German who has caught a 1,150-pound Atlantic blue marlin and a 1,238-pound Pacific blue. "After my grander in the Cape Verde islands [in the Atlantic] in May 2011, many of my fishing friends said: 'Now you have to catch a black marlin grander as well,'" Kreupl says. "I wanted to know, of course, if any angler had caught these three marlin granders." His investigation revealed that no angler had caught Pacific and Atlantic blues and a black weighing over 1,000 pounds.

Fortunately Kreupl's success in Cape Verde provided more than a grander. Fishing there with Capt. Zak Conde aboard *Amelia*, a 36-foot Bertram, he became acquainted with "Scuba" Steve Hall, a deckhand who jumped overboard to secure the tailrope on a 1,150-pound marlin before sharks could reduce it to backbone and gristle, à la *The Old Man and the Sea*. Hall goes where the big fish are, and so he naturally spends time in Australia on a boat prowling the Great Barrier Reef for world-class billfish. The boat is *Tradition*, a 49-foot convertible built by Dick Ward of Cairns Boat Builders, powered by twin 600-hp MTU diesels, and run by Capt. Tim Richardson. Hall suggested Kreupl book a charter with Richardson to try to catch that grander black.

Richardson and Kreupl settled on a two-week window in October 2011. "We chose this time period based on years of experience fishing the Great Barrier Reef, and [because] we generally have good conditions with 15 to 20 knots of southeast trade winds," Richardson says. "This year we had the opposite for the first week, with almost flat-calm conditions but with good southerly current, which is what we need for good fishing here." Kreupl met the boat after a multi-leg, 36-hour jaunt from Frankfurt, Germany, to Cooktown, a remote port in northern Queensland with access to the reef. The bite seemed slow that first week, but the crew wasn't surprised in light of the calm seas.

The fishing grounds here stretch 150 miles from Cairns to Lizard Island and begin 30 miles offshore. The crew spent

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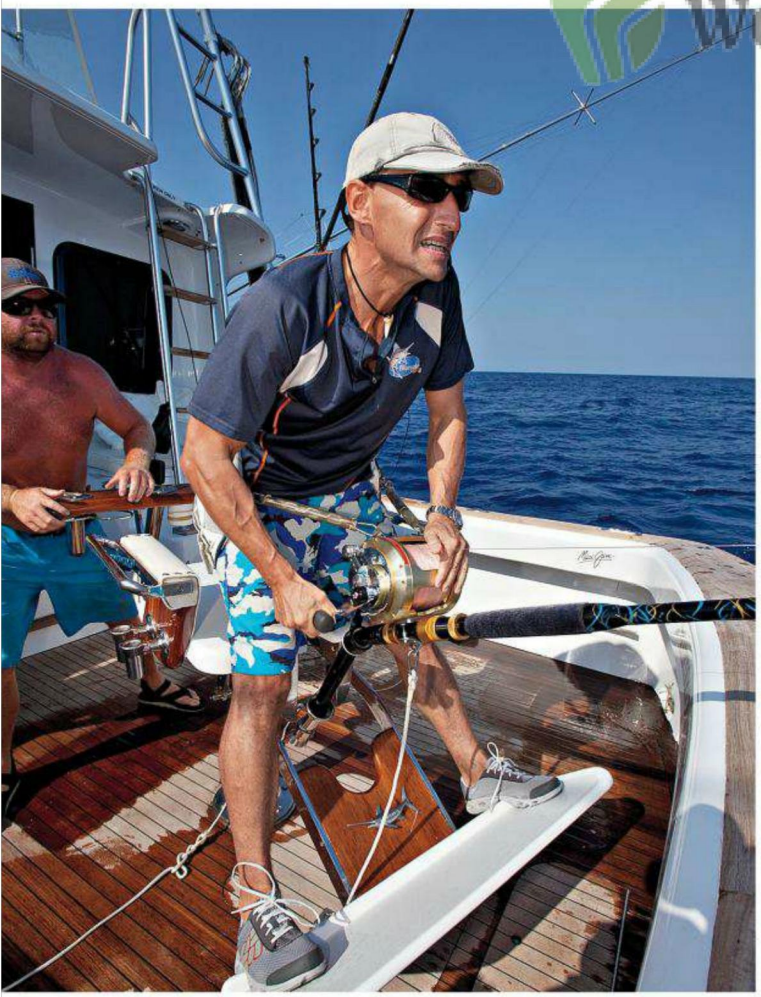

Above: Angler Stephan Kreupl uses *Tradition*'s fighting chair to put pressure on a black marlin. **Above, right, and on previous pages:** Mates Carl Copeland and "Scuba" Steve Hall (shirtless) leader the first fish of the voyage.

nights anchored behind the reef, which let them fish into the evening rather than running back to port. Thus they were able to enjoy light-tackle fishing and bring in fresh bait on poppers. The baits for grander marlin would qualify as trophies for many anglers: The king-fish, skipjack, mackerel, yellowfin, and rainbow runner used as bait can weigh up to 50 pounds.

Richardson is a student of fish in the area. "[They] move in from out in the Coral Sea," he says. "The good southeast wind helps them swim into the reef where they come to breed each season." Such knowledge has led to success. The week prior to Kreupl's arrival Richardson and his team boated a 1,103-pound black.

The technique for catching big black marlin is to troll large, bridle-rigged baits off outriggers at about seven knots, the baits skipping 100 feet behind the boat. The weapon of choice is 130-pound-class tackle—better for the angler but also the fish. A stout outfit can take on the biggest fish but is also useful to quickly horse in smaller fish. "After a hookup, the angler has to get the marlin to the boat as fast as possible," Kreupl says. "Otherwise the fish can be eaten by the sharks around the reef." This is critical because Richardson practices tag and release on marlin using tags from the Billfish Foundation, unless a fish is to be weighed. In that case *Tradition* carries IGFA-certified scales that can accommodate any record fish.

The first day Kreupl hooked a black off a section of reef known as No. 10 Ribbon. The crew leadered the fish, tagged it, and estimated its weight at 500 pounds. That would be the catch of a lifetime for most anglers, but this crew was hunting granders. For that first week, the crew saw four to six bites on some days, none on others.

In the second week the weather took a turn; the middle of it saw 20-plus-knot winds gusting to well over 30, mixed with rain squalls. It was in these conditions that the team on *Tradition* had its chance. "We worked hard for our big bite, and [it] came while fishing up on Day Reef," Richardson recalls. "We got the bite on the big bait in the turn and after coming tight, [the fish] just started trucking out to sea. No jumps at all, just a solid pull as she swam east." Richardson suspected that this was the fish Kreupl had come to catch. "I knew it was a big one on the bite," Richardson says. "The boys had the gaffs

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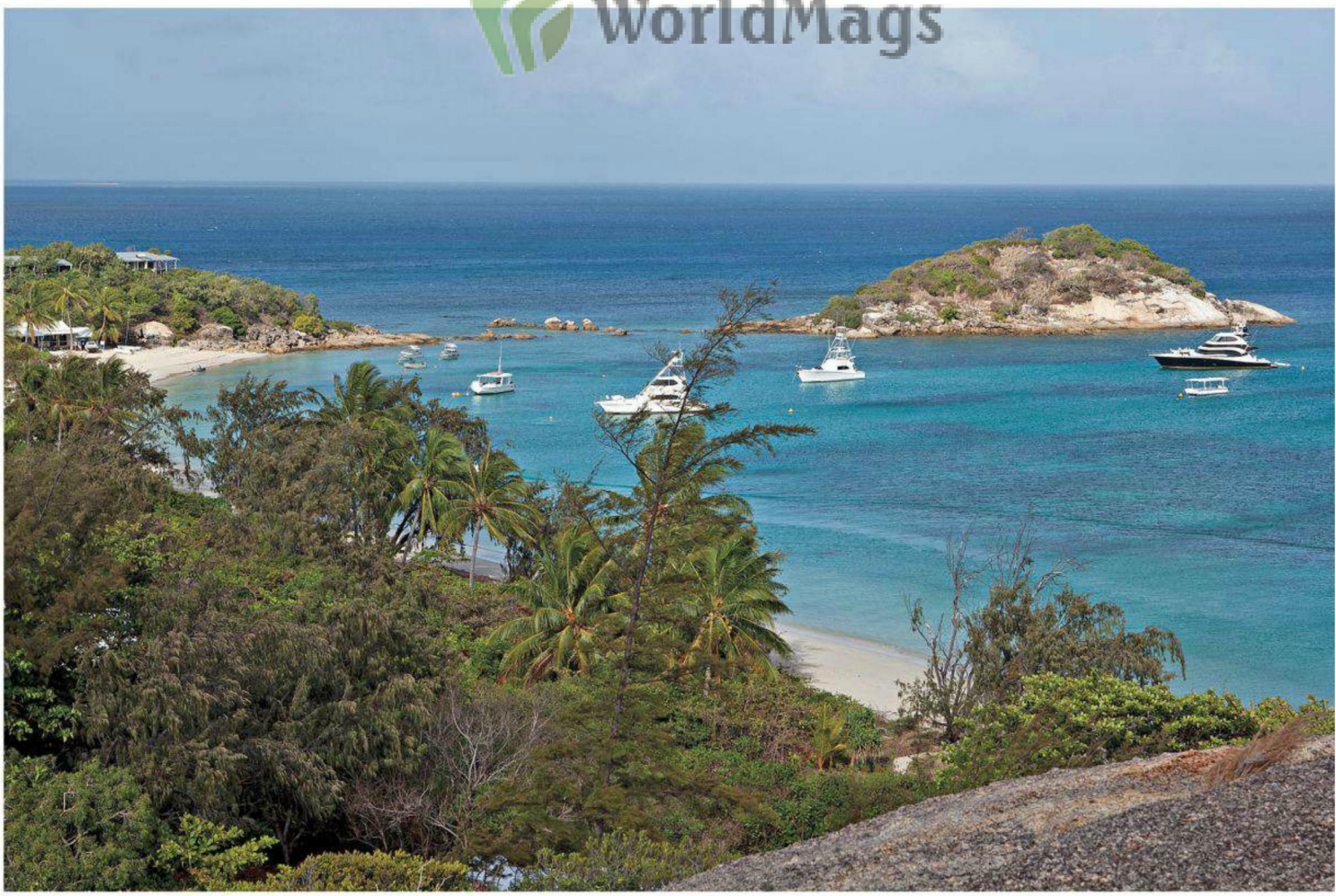

ready in case she was big enough, but after 30 minutes we pulled the hook with the fish fairly close."

While losing that fish was frustrating, the crew nevertheless put up some impressive numbers during the two weeks: They saw 29 marlin, had 12 bites, and leadered ten fish of up to around 500 pounds. And Kreupl is not deterred. "Fishing on the Great Barrier Reef was a great time for me—even without a grander," he says. "But even there, the fish don't jump voluntarily into the boat."

Kreupl's goal, while elusive, remains unchanged. "We were a great team and had a lot of fun together," he says, and he vows to return and try again.

"Until next year and the next try." PMY

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The crew spent nights anchored behind the reef, which let them fish into the evening rather than running back to port.

Above: Lizard Island was a rare stopping point on the voyage that let the crew touch dry land. **Left:** Kreupl uses the cockpit bait station to rig a marlin bait. **Below left:** Changes in water color tell fishermen where bait and fish may be hiding on the reef.

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White Marlin, Orange Crush

TEXT BY **KEVIN KOENIG**

FISHING THE WHITE MARLIN OPEN ISN'T THE ONLY WAY TO HAVE FUN IN OCEAN CITY, MARYLAND.

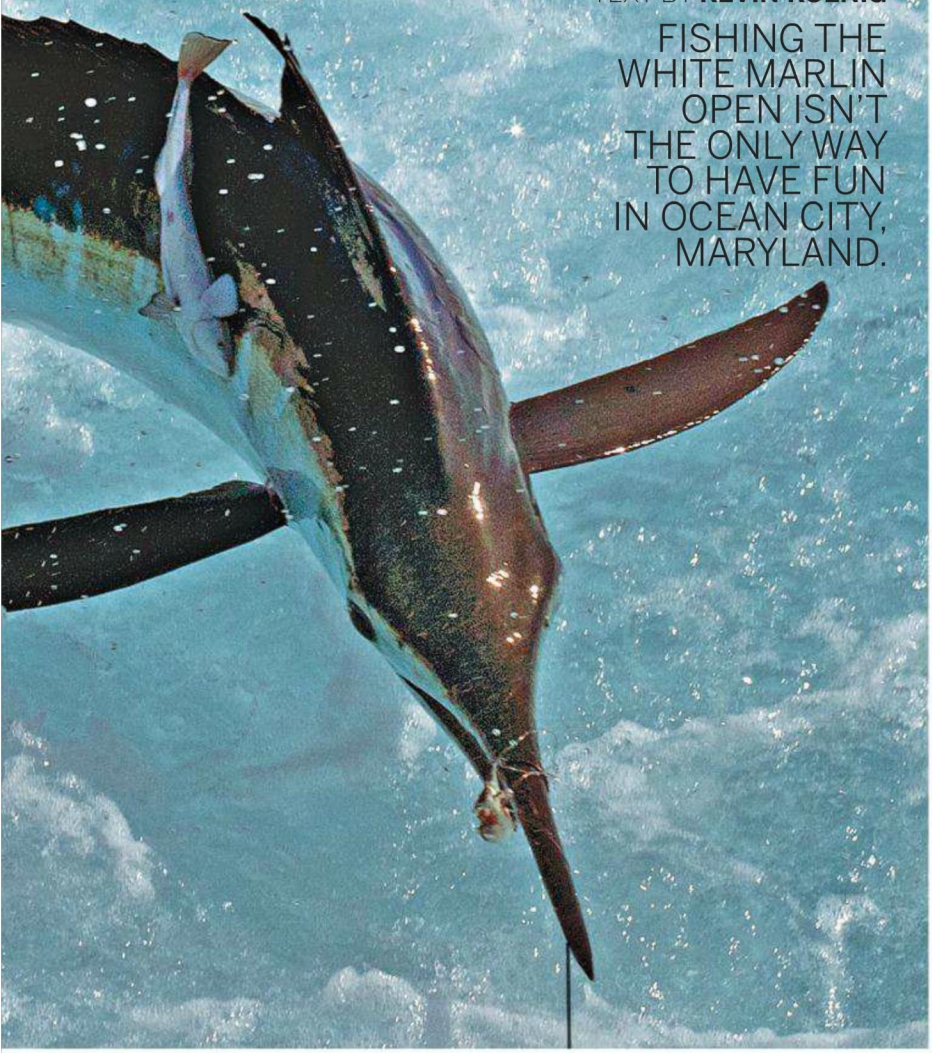

Photo by Scott Kerrigan

The big-game fishing hot spots of the world are generally as glamorous as they are far-flung. Many entail long flights or passages to reach and promise unsurpassed fishing action rivaled only by the exotic cultures that thrive in their ports of call. Think of them: Kona, Guatemala, Madeira Island, The Great Barrier Reef, … Maryland. Yes, Maryland. That state you drove through that one time in college on your way up to visit your Aunt Gail in Poughkeepsie.

Ocean City, Maryland, is the kind of East Coast boardwalk town that Bruce Springsteen probably would have made hay with had he ever burned all the way down the Jersey Turnpike and parked his Camaro aboard the Cape May-Lewes Ferry, which services the municipality and its surrounding areas. The town occupies ten miles of a narrow barrier island and runs the gamut socioeconomically. It's capped on its southern tip by the famous Ocean City Boardwalk, where tough guys in Steelers jerseys throw money at unwinnable carnival games, and the air is thick with the smell of fried whatever-you-want. Cruise north along Coastal Highway and you'll notice family-oriented hotels and a vibrant nightlife. When I was there last August, one club advertised an appearance by Vinny Guadagnino of MTV's *Jersey Shore* and had a line down the block of spray-tanned kids who were ostensibly more familiar with the ferry than Springsteen was. Keep going north and the clubs turn to wine bars and hotels morph into near-manses, every one of which seems to have a pair of pinny-wearing lax bros flicking a pigskin back and forth in the front yard. And everywhere there are crab shacks. Literally everywhere, as if some ancient titan had loaded up a giant shotgun with crab-shack pellets and fired it down at the town from on high.

Because that's what Maryland does right? Crab cakes and football? Not so fast. After all, Ocean City's nickname is "The White Marlin Capital of the World," so named by no less an authority than Franklin Delano Roosevelt himself after he fished its waters on a record-breaking day in the 1930s (reports vary, but it appears that while oversized whites were hauled in all around him, the POTUS got skunked). In line with its proudly ordained

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moniker, every summer the town hosts the White Marlin Open, one of the most prestigious fishing tournaments in the world. In 2011, the festivities ran from August 8th to the 13th. With a combined purse of more than $2 million, it attracted a healthy 237 boats. The draw for the anglers was particularly strong after a record-setting 2010 season, which saw a boat named *Billfisher* catch 57 white marlin in one day. (See "Charter School" on page 44 to learn more about *Billfisher*'s captain.) In hopes of replicating that feat, most of the boats head out 60 to 80 miles offshore, to the bait-rich canyons where the whites congregate after following the eddies of warm water that branch out from the Gulf Stream like so many strands of ivy.

If you happen to be in town but aren't actually fishing the tournament, as I was, then the place to be is the Harbour Island Marina, the official weigh-in site. The streets leading to the marina are jammed with vehicles, every other one a chunky-tired pickup with bumper stickers extolling the virtues of fishing, lacrosse, and the Republican Party. During weigh-in hours revelers weeble and wobble through the parked cars and slow-moving traffic with the unmistakable air of fans heading towards a stadium before the big game. When you finally arrive at the marina you'll understand why. The weigh-in is an *event*. The atmosphere is similar to the raucous infield scenes found at big-time horse races. (In fact I'd bet dollars to donuts there's a lot of attendee overlap with Baltimore's Preakness Stakes.) The crowd is fueled by

The crowd is fueled mostly by Orange Crushes, a potent vodka-based cocktail native to Ocean City.

Top photo by Mark E. Gibson/Corbis; Bottom photo courtesy of Harborside Bar & Grill

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Photos courtesy of White Marlin Open

Orange Crushes, a potent vodka-based cocktail native to Ocean City. They mob the docks and crane their heads in herd-like unison as the boats return, their mates flat-footed on broad foredecks, ropy forearms crossed in a gesture of either pride or defensiveness, often correlative to the number of fish flags flapping from their outriggers.

This year few would be disappointed. Organizers were apprehensive because they had raised the minimum catch weight for whites from 65 pounds to 70—the risk, of course, being the possibility of no keepers. To their relief, 70-plus-pound whites began to pile up, and on Tuesday *Tighten Up* hung a healthy 86.5 pounder from the scales. The crew sat in first place the rest of the week, imminent victory all but within their calloused grasps. But then, on the afternoon of the last day of fishing, into the marina chugged Ocean City's own *Wee Wun IV* ready to hoist an 88.5-pound slab. The crew beamed, the crowd hooted and hollered, the Orange Crushes vanished in gulps. Not that *Tighten Up*'s crew was horribly disappointed. Loaded up on Calcuttas, they'd split a pot of $758,828. And the

winners? The *Wee Wun IV* crew opted not to pony up the extra $5,000 to enter the big Calcutta and missed out on a reported extra $600,000 bounty in addition to their nearly $300,000 of winnings. Ah well, so it goes, friends—hindsight is always 20/20. And something tells me both boats will be back again to try their luck in 2012. PMY

Clockwise from top left: The Ocean City Boardwalk—where it stops nobody knows. This 86.5-pounder won *Tighten Up* a boatload of cash. *Wee Wun IV* took first place though. Oversized checks for hundreds of thousands of dollars? Yes, please. The notorious Orange Crush cocktail—they definitely work.

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Charter School

TEXT BY **JON DUFFIE**

HOW DOES A SUCCESSFUL CHARTER CAPTAIN GET HIS START? ONE SKIPPER SHARES HIS STORY.

Left photo by Harry Hindmarsh; top photo courtesy of Jon Duffie

After graduating from college I couldn't stand the thought of a nine-to-five job; I just knew I was going to go fishing. Ever since I was a young boy I loved to watch the captains back their boats into the slips at the Ocean City Fishing Center in Maryland. I was so fascinated by their catch and charters. Some people dream of being a fireman, a lawyer, a doctor—I knew I wanted to fish.

I used to walk the docks and ask every captain if I could ride along, help the mate, or do anything that would help me learn all there is to know about fishing and boat handling. I was lucky that some agreed to, and my "payment" for the day was to wash down the boat once it returned to the dock. But I learned many different fishing techniques and tricks of the trade.

My family had boats my whole life growing up. My dad started out running to the canyons on a 25-foot Bertram. He moved up to a Luhrs, then a couple of Posts, and then he built and ran two Ricky Scarboroughs. With each boat, he would expand our fishing horizons. By the time my older brother and I were teenagers we had a pretty good family fishing team going. My parents, brother, and I would fish every weekend and during the tournaments.

I would help my father in the engine room and with any maintenance. He also taught me how to navigate, run the electronics, and be a responsible boat handler. My brother and I didn't always realize it, but we were receiving an education by tying the lines properly, navigating by paper charts, running inlets and channels, and docking the boat. I can remember running the boat in the marina years before I could legally drive a car. Today that training serves me well every day on the water. I look back and really appreciate the time I spent with my family on the boat and all the things we were doing for fun while learning proper seamanship from my father.

We were very fortunate to learn from the best fishermen, captains, and mates on the East Coast. Ocean City is known as the white marlin capital of the United States so the best of the best fished there during summers. My education was furthered by traveling to North Carolina and Florida in the spring and winter when I got a break from school. Fishing around other fleets and crews I was always trying to learn new tactics and methods. I can remember riding along on the *Hammer* with Capt. Mitch Pierson and learning how to circle up fish to keep your baits out while you are hooked up. He also showed me how to maneuver the boat once we

Duffie's *Billfisher*, a 62-foot Spencer, headed out in hot pursuit of another billfish.

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Above: *Billfisher*'s twin 1,800-hp CAT C32 ACERTs push her to a cruising speed of 35 knots.

had a couple fish on to use the boat to catch them, working the wheel and throttles to get the releases as quickly as possible to get back to fishing. In the winter we would fish with other captains out of Palm Beach and the Keys where I learned how to bank kites and live-bait sails.

One of my favorite lessons growing up was from Scott Walker who taught me how to throw cast nets and read the birds and water down on the grass flats in and around Duck Key every morning while we were trying to catch our bait for the day's trips. I learned that it's much more rewarding when you catch your own live bait.

I've also learned that every place you go has different types of fish and different ways to fish for them. It can be overwhelming, but the more you travel, the more you learn. I can remember sitting down with my brother, rigging baits, and copying everything we saw the pros doing with their rigs. One day Bob Gowar of the *Liquidator* walked down the dock and presented us with a trash bag. "Try this for a teaser," he said. We opened it and found a dredge. We rigged it with 12 mullet and pulled it from a cleat. That day forever changed the way we fish the boat I own today, *Billfisher*, a 62-foot Spencer. Now we set out multiple dredges, with dozens of mullet off each bar, pulled by electric reels. We're always trying to stay ahead of the curve by learning what the competition is doing and seeing if there is a way to do it better. It seems as if there is always a new way to rig everything. As the years have gone by and tactics change, I can't help but think back to all the captains and mates who have gone out of their way to help another fisherman learn something new. Now, I hope to continue that tradition.

Today, before most people are awake, my crew and I are busy preparing *Billfisher* for departure by assembling the mullet and ballyhoo dredges, getting the leaders ready, and making sure all the tackle is perfect. My morning meeting doesn't consist of PowerPoint presentations but rather talking strategy with my mates and going over

Photo by Harry Hindmarsh

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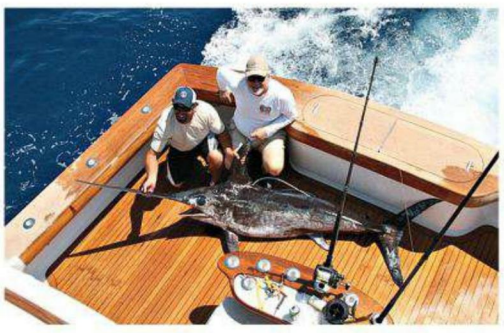
Top photos by Larry Jock; right photo courtesy of Jon Duffie

the previous day's fishing reports and satellite shots with the other captains on the docks.

Of course, it's not all record-breaking days and tournament wins. There are certainly frustrating days where I feel like I have no clue what I'm doing behind the wheel. I get down on myself just as everyone does at some point in his or her career, but then I realize that I am doing something that I love. When we raise a triple, I forget about looking up the number for Truckmasters truck-driving school and get excited about fishing all over again.

After ten years of running a fishing boat year-round, I sometimes allow myself to look at what I do as just a job. Sometimes the days can feel like they involve the same old routine: engine-room check, clean up, Windex and Pledge the interior, W.P.O (wax, polish, organize), and then repeat the same things next day. Then I take people fishing, who at the end of the day are so happy to have just gotten out on the water, and I know I shouldn't take my profession for granted. It is not the great days of fishing or tournament wins that make me love it so much, it's the small details of each day that remind me of how lucky I am. It can be the most action-filled day of white-marlin fishing or the longest, roughest, and most uncomfortable crossing I've ever made, either way it's my job. And I'm happy to do it. PMY



I can't help but think back to all the captains and mates who have gone out of their way to help another fisherman learn something new.

Above left: Duffie and crew celebrate a banner day with 26 releases—but he's had 57 in a day. **Above:** This 88-pound white marlin earned the *Billfisher* first-place honors in the Mid-Atlantic $500,000 in 2010. **Left:** Duffie, left, and his father Jonathan celebrate a swordfish catch in the cockpit.

SPORTFISHING SPECIAL

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Post Reborn

AN INTERVIEW WITH JOHN PATNOVIC, THE MAN WITH THE PLAN TO RESURRECT POST MARINE.

TEXT BY **KEVIN KOENIG**

When Post Marine Company went bankrupt last year it looked like the much beloved Jersey-based builder of cruisable sportfishermen was doomed to be forgotten. And it probably would have been too, had it not been for one man, John Patnovic (above), proprietor of Worton Creek Marina in Chestertown, Maryland, who decided the brand was too good to let die. Here is his story.

What is your professional background?

I was part of an investment group in the '80s and '90s that did start-ups and turnarounds of small-to-medium-size manufacturing companies. I'm convinced this whole boat-business thing I'm into is just a genetic defect but I like it so much that if they come up with a cure I'm not gonna take it. [laughs] After the investment group, I decided I wanted to slow things down and do something marine-related. So my wife and I bought the marina, which is on the eastern shore of the Chesapeake Bay. Back then there were 70 slips and a 25-ton lift. We now have a 70-ton lift and one of the biggest buildings on the Bay for working on boats out of water. We take anything up to 100-footers.

How did you get involved with Post?

I never owned a Post but I was familiar with them and their reputation. Ken Jensen, who was president of Post, keeps his boat at my marina. One day Ken called me and said Post was selling some stuff. I went down there [Post's old headquarters in Mays Landing, New Jersey], and I ended up buying pretty much everything but the actual factory.

We're going to move everything to Chestertown, and Post will be run out of my marina, after we make some modifications.

What's your vision for the company?

The vision for the company is to be a semicustom manufacturer of convertible-style sportfishing and cruising yachts. We intend to keep making Post's 42, 47, 50, 53, and 56 convertibles with updated lines and modern interiors. Eventually we'll introduce a 44-foot open express. Everything will be reasonably priced and built to order.

What do you see as your biggest challenge?

Selling boats! I wish I was smart enough to tell you what the industry's going to look like in five years, but my gut feel is that there will be room for smaller manufacturers that can put out a high-quality, customized product.

When will you be up and running?

We're ready to build now. We don't have any orders in, but we're headed to [the Miami boat show] to show the flag. Look, I'm not delusional—the industry's in a depression, and it may be a while before we sell a boat.

So why'd you buy the company?

Well, I'm kind of like Warren Buffett in that way. When everyone else is buying, sell; when everyone's selling, buy. I have a lot of confidence that the economy and the country are going to turn around, and there will always be people that want a boat. PMY

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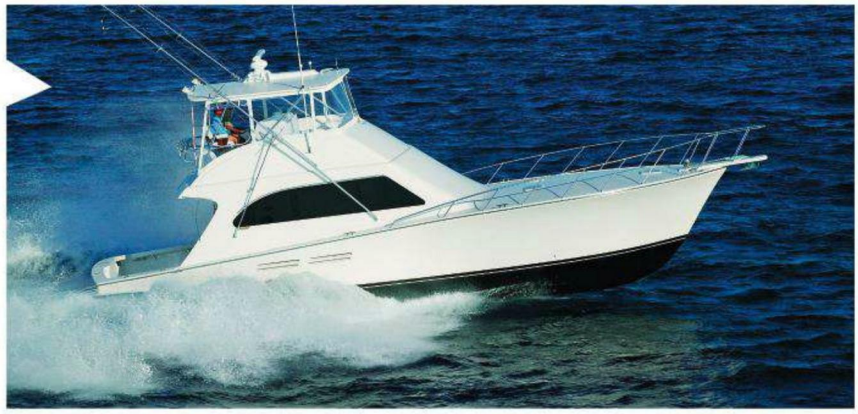

Since the company's start in 1957, Post has always had a reputation for building relatively affordable, high-quality boats that can cruise and raise fish equally well.

Photos courtesy of Post Marine Group

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It's a Mother!

TEXT BY **ALYSSA HAAK**

MIKE MATLACK MADE HIS MARK IN FISHING BOATS. NOW HE'S TRYING TO IN MEGAYACHTS.

Rendering courtesy of Gamefisherman

Gamefisherman designed its mothership around its vaunted custom sportfisherman.

Sportfishing is not just about the fish. While the big-name tournaments and record catches get all the headlines, the adventure and passion of the sport are just as compelling a story. But it all starts with the boat. Owners of the custom cold-molded-epoxy Gamefisherman fishing boats have known that for the last 25 years, but now the builder of them has introduced a megayacht concept to literally bring his sportfishing boats to the world.

Mike Matlack founded Gamefisherman in 1985 when he began building a 40-foot flying-bridge sportfisherman for an acquaintance. Matlack had been building boats since leaving the U.S. Navy in 1964 and had been working at Rybovich since 1980, where he eventually put in five years as president. His first boat is still being fished in Kona, Hawaii.

Matlack says he taught himself boat design based on what he'd seen. "Beyond being functional, [boats] have to be pretty," he says. "Kind of like women—she has to be pretty."

It's not surprising then that the unique lines of a Gamefisherman have attracted experienced owners such as Dennis Deans, a Florida resident and longtime fisherman. About 13 years ago, he saw the 30-foot Gamefisherman *Bulldog* in the Florida

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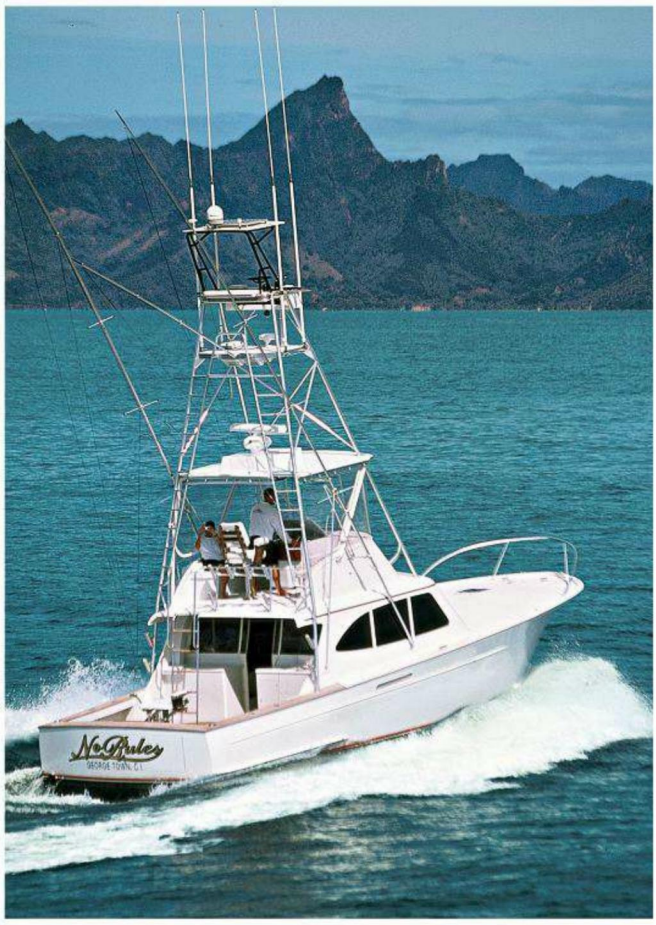

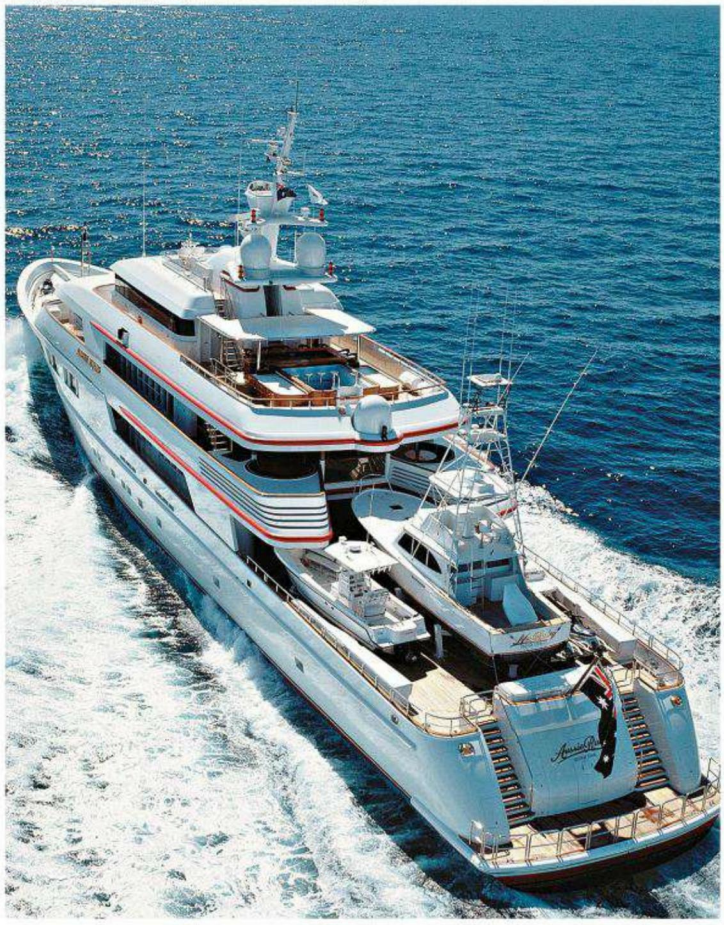

Keys and liked the boat's sleek shape.

"I wanted a yacht-finish center console," Deans explains. "[One that's] simple, but pretty."

Working with Matlack, Deans built a 37-foot center console that he fished for a few seasons before returning to design and build a 45 express with, he explains, "a few more creature comforts—like a wine rack." Deans now fishes a 61-foot Garlington, which he acquired when her original owners backed out during construction.

But building a vessel with Matlack and Gamefisherman isn't just about creating a boat. Most owners, including Bob Brucker, grow to be friends as well as customers. Brucker started out with a 34-foot Gamefisherman, and currently owns a 42-foot express. During the two years his 42-footer was under construction, Brucker would regularly stop into the Stuart shipyard to see the progress.

"Mike's with you every step of the way and makes it easy," Brucker said. "It's like building a home: If you get a good contractor, everything goes smooth."

Over the last quarter-century, Gamefisherman has built approximately 65 boats, each with her owner welcomed into the process. Though the current economic climate briefly reduced output to a boat or two per year, Gamefisherman launched four in 2011.

Owners like Brucker and Deans tend to stay closer to their home ports of Florida and Virginia. More far-flung sportfishing destinations such as Africa's Ascension Island or the Peruvian coast require far more range than a 40-footer could manage on her own bottom. But turning that sportfisherman into a megayacht tender not only opens up more distant destinations, it decreases wear and tear on the smaller boat.

That logic explains why in the late 1980s, not long after Gamefisherman's first launch, the owner of the 167-foot *French Look* commissioned Matlack to build a game boat/tender, the 40-foot *French Look Too.* The converted commercial vessel used a railway system to haul the sportfisherman onto the aft deck for transport. It worked but it wasn't perfect. The railway would move with the mothership, but the sportfisherman might not. "It's like two people dancing with four left feet," Matlack explains, pointing out that launching and retrieval are rarely done in totally calm seas.

Rendering courtesy of Gamefisherman; photos by Jim Raycroft

Clockwise from left, top: The mothership loaded to go. *No Rules* was built as the tender to *Aussie Rules*. The Oceanfast yacht underway and at anchor with her gameboat unloaded.

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More generally, Matlack points to two problems in using converted commercial vessels as motherships. The first, he said, is that the loading systems tend to beat up the sportboats as the vessels bob at different rates. And second, the mothership is typically an old boat with old piping, wiring, and engines.

More recently, in 2003, Greg Norman's former 228-foot mothership *Aussie Rules* launched with a 42-foot flying-bridge Gamefisherman, *No Rules*, aboard. The Oceanfast-built megayacht has one key difference from *French Look*: Her sportfisherman can be unloaded only at a commercial container yard using a double-sling lift.

Noting this key deficiency Matlack thought, "Why not build a mothership from the ground up, with a shoal draft [that would allow her] to get into all ports and yacht clubs?" And so he set out to develop his own mothership platform, partnering with a naval architect who had also worked at Rybovich, Erwin Gerards. The original design was for a 130-footer carrying a 45-foot sportfisherman, but variations at different lengths have emerged based on potential customers' requests.

"I told him what I had in mind, and he interpreted it perfectly," Matlack says. "Our hybrid is a workboat-type yacht with a well-finished interior—a floating hunting lodge."

Indeed, the four-deck megayacht won't lack for any comfort. The design calls for four guest cabins plus an owner's deck. The saloon deck will be dedicated to entertaining, the bridge deck has the cap-

Top: The railway loading system aboard *French Look*. **Left:** The converted commercial ship underway. **Right, top:** The 46-foot *Bwana* underway. **Right:** Bob Brucker's 34-footer.

Photos courtesy of CMN

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tain's cabin, and the sundeck will be for relaxing.

Of course, sportfishing hasn't been overlooked. Dedicated tackle rooms and rod stowage will be aft, near the sportfisherman. Fuel capacity will be 35,000 gallons, plenty for both yachts. But the biggest innovation will be the launching and retrieval system: a floating dry dock that will be tethered to a winch aboard the mothership and guided to and from her by rollers. When the sportfisherman is launched or retrieved, the steel dry dock with PVC guards first floats free of the ship and then is winched back onboard.

"The dry dock and mothership bump [into each other], not the sportfisherman," Matlack explains. "[The mothership's] steel hull is unforgiving."

When the dry dock is deployed and the sportfisherman is launched, the empty interior well can be filled with water and used as a pool. When it's not full of water, ballast tanks will keep the megayacht floating at the same level as when she's fully loaded.

When the sportfisherman is secured aboard, it will be able to operate off the megayacht's systems. Climate control and electricity will make her habitable for crew or guides and easy to maintain while the mothership is underway.

Photos by Jon Schwartz and Robert Brucker

"If I'd have come up with this ten years ago, there'd be a fleet of them by now," Matlack laments. Now that it's here, Matlack's mothership may well add a new chapter to the annals of sportfishing—the sportfisherman that always has a home away from home. PMY

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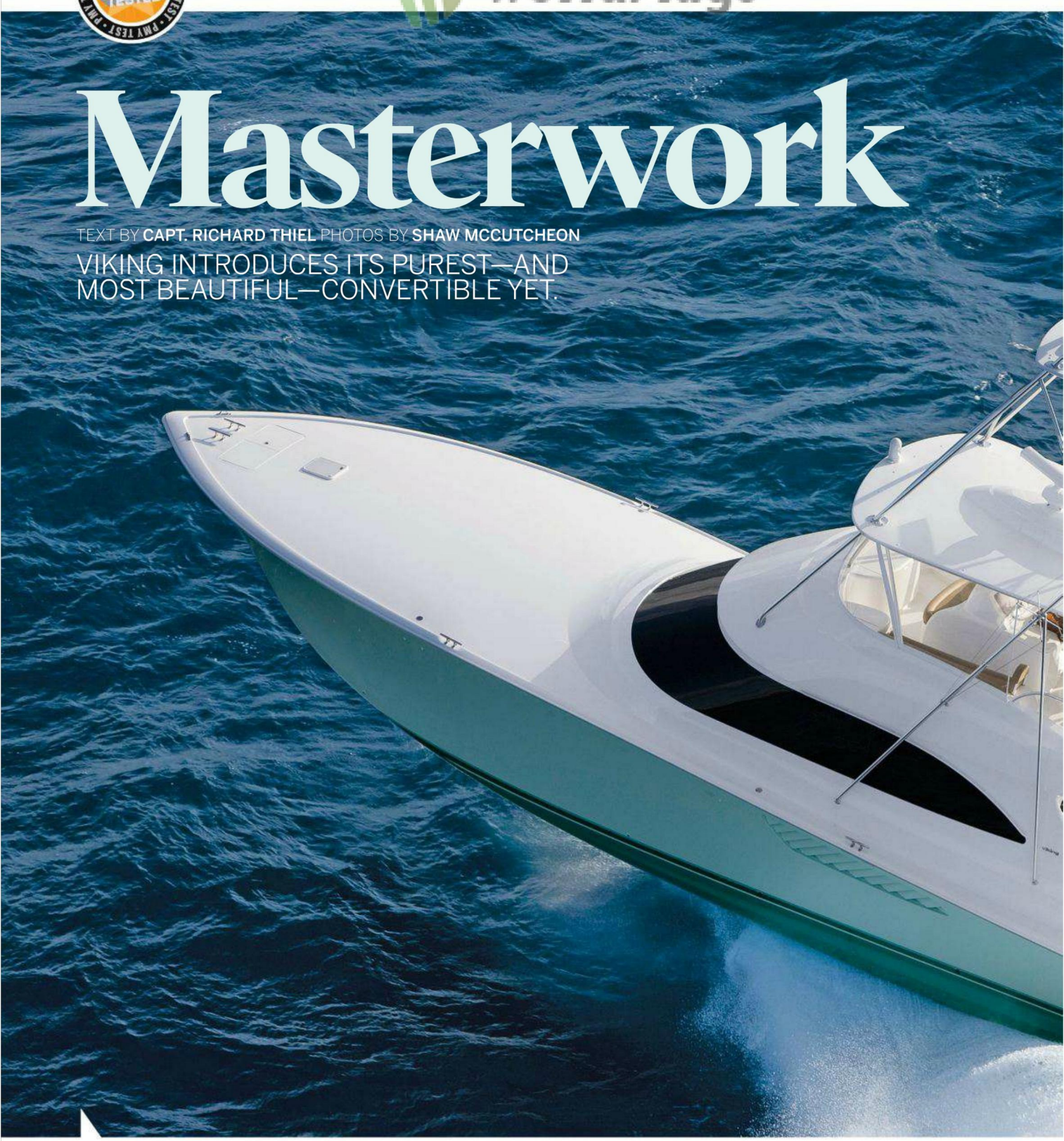
Masterwork

TEXT BY **CAPT. RICHARD THIEL** PHOTOS BY **SHAW MCCUTCHEON**

VIKING INTRODUCES ITS PUREST—AND MOST BEAUTIFUL—CONVERTIBLE YET.



Sharp-eyed Viking aficionados will immediately notice some of the key styling cues on the 66, among them more freeboard for-

forward, a steeply raked lower windshield, and the total absence of sharp edges.

There's a story, probably apocryphal, that when someone asked Michelangelo how he would create a sculpture of an elephant he replied, "I would take a large piece of stone and take away everything that was not the elephant." Although a masterpiece of oversimplification, his words point up that genius almost always results from having a clear goal and being able to focus on it to the exclusion of everything else.

In creating its new 66, Viking has followed that exact same philosophy: crafting a sportfisherman by removing everything that is not a sportfisherman. Custom or production, you're not going to find a purer battlewagon than this.

The 66 is not officially a replacement for the 62, which remains in production. Both will continue to be built on the same line—at least for now—although the two boats have hardly anything in common except that they were designed to go fast and catch fish. The hull is entirely new and reflects a continuing evolution in philosophy at Viking: reducing deadrise aft (from 15 degrees in the 62 to 11 degrees in the 66) to increase lift and thereby efficiency and speed, and making the foresections more convex to enhance seakeeping while keeping the topsides dry. I can personally attest to the efficacy of these changes: I ran the 66 in late November off Palm Beach, and she ate up four-footers like a pit bull on Dog Chow.

This is Viking's first totally infused hull—it's been infusing other components for years—and that's no doubt taken a lot of weight out of the boat. Reduced displacement combined with the new hull-form produced a remarkable top speed of over 48 mph on test day.

Top: The island means no one is stuck in the galley; a peninsula is also available. **Above:** The master berth is now athwartships.

Admittedly, that was with the largest available engines, 2,000-hp MTUs, (1,550-hp MANs are standard), but the 66 also managed a cruising speed of just under 35 mph with the big diesels loafing at 1750 rpm and burning 104 gph. For a boat of this size—ready to fish and tipping the scales at at least 105,000 pounds with fuel and water—that's a feat.

If Viking had done nothing more than build a boat that exceeds its traditionally lofty standards for speed and seaworthiness, it would have been an accomplishment worth bragging about. But it has also created the most beautiful Viking convertible ever. Put the 66 next to any other Viking and the older boat will look like a shoebox in comparison. The sleekness starts right at the aggressively raked forefoot, aft of which you'll see more freeboard than the 62—about 17 inches more. The foredeck is essentially flat, and because of the extra height forward, the sheerline is a bit more exaggerated, but still graceful. The deckhouse face is a good deal more raked, and the house sides are curved both vertically and horizontally and nicely converge inward towards the cockpit. Even the tower's cross braces are gently curved. (It was done by Atlantic Towers, a Viking subsidiary.) Indeed, look anywhere on this boat's exterior and you won't find a hard angle. All those curves could have produced a boat that looked too fussy to be a serious battlewagon, but instead the effect is subtle, a blending together that produces a boat that can only be termed—sorry, guys—pretty.

Inside, Viking designers have reprised a saloon layout that has worked well for them in other models: a forward galley separated from the saloon by an island instead of a peninsula. (A peninsula is available as an option.) While practical for cruisers, this seems clearly aimed at anglers who will be able to circulate freely throughout the food-prep area without running into each other. Think of it as the human version of a round livewell—no one gets trapped in the corners—and a speedy exit for all is assured should a rigger go off. And to further reduce interior traffic, albeit for nonculinary purposes, an interior day head is now available, right by the cockpit door.

Speaking of facilities, the 66 has 4½ heads, the half being the aforementioned optional day head, three being one for each stateroom, and the fourth lying all the way aft in the crew quarters. Yes, the 66 has crew quarters, a bunk stateroom down and aft of the companionway landing that not only has its own head but two entrances: one from the landing and the other from the engine-room through

The Basics +

Standard equipment: MTU electronic controls; Viking VIPER electronic-hydraulic steering; A/C w/ controls for staterooms and saloon; Delta T engine-room ventilation; engine room entrance gauges; external sea strainers for mains; recessed electronics cabinet; Icom IC-M604 VHF; Awlgripped bilges; LED lighting throughout; central vacuum; washer and dryer; duplex Racor fuel-water separators; Tides Marine dripless shaft logs; oil-change system; center, port, and starboard trim tabs; 19" LED TV; fighting chair backing plate

Optional power: 2/1,800-mhp MAN V12 1800CRM, 2/1,925-mhp Caterpillar C32A, and 2/2,030-mhp MTU 16V2000 M91 diesel inboards

Optional equipment on test boat: additional 21.5kW Onan genset; 1,400-gpd watermaker; 250-gal. auxiliary fuel tank; teak helm pod; in-sole and transom livewells; mezzanine A/C; forward window mask; bow thruster; Viking green mist hull color; day head; 19" LCD stateroom TV; mirrored ceiling in master; toolbox; fiberglass tank vents; Willy Vac system; crushed-ice system; full electronics; fighting chair; tower

Base price: $3,175,000

Above: The retractable TV is now opposite the saloon seating for better viewing.

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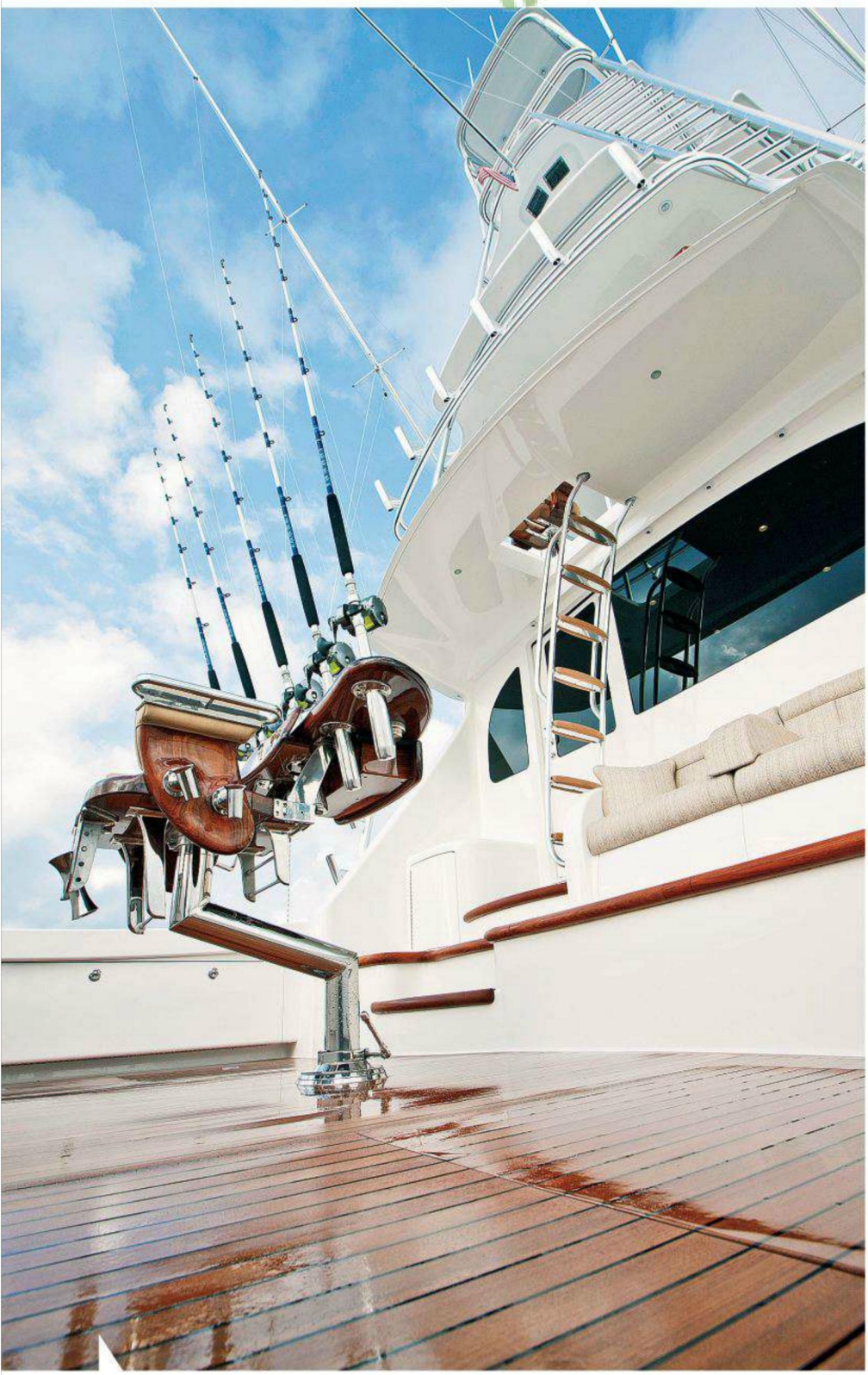

the head, via a watertight door. So on a 66-foot sportfisherman the crew can enter and leave the boat without going through the main cabin. (There's also a tilt-up engine room hatch under the mezzanine.)

A lot of the advanced electronics that are already available on other Vikings are here as well—things like the Octoplex electrical control and monitoring system, that allows control of all electrical function from either of two panels; Viking's proprietary VIPER steering system that turns each rudder independently, and three Lenco trim tabs that automatically retract when the gears are shifted into reverse, so you won't snag your lines when backing down on a fish.

But my favorite bit of Viking ingenuity is the centralized raw-water supply system. All raw water—for the air conditioning pumps, saltwater washdowns, livewells, you name it—comes through a single through-hull, which has its own oversized strainer and 220-volt pump. (There are actually two such pumps—one a backup—and both are simple, over-the-counter swimming pool units that are easily serviced most anywhere in the world.) You can clean the strainer without shutting down any of the system components, and an integral regulator maintains constant system pressure as items come on and go off line. It's not as glamorous a piece of engineering as, say, the saloon door, which opens and closes electrically with a *Star Trek*-y swoosh—but it is one of those things that will make an owner's life (or that of his captain) a lot easier.

So is the 66 a masterpiece on the scale of say, a *David* or a *Pietà*? That might be stretching it a bit. But in the world of boatbuilding in general and convertibles in particular, this boat truly qualifies as a benchmark and a work of art. PMY

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Above: The cockpit is typical Viking: big, uncluttered, and ready for action. There's direct engine room access under the mezzanine.

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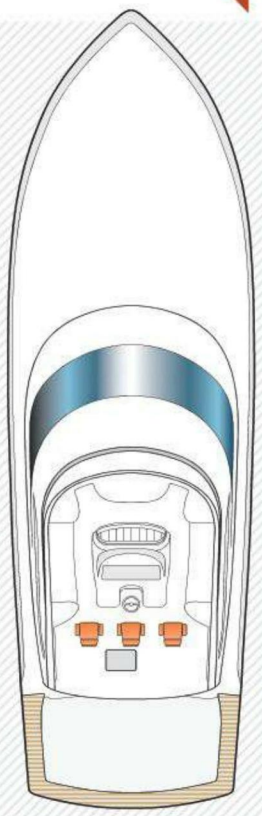

PMY's Numbers | Viking 66 Convertible

rpm	mph	knots	gph	mpg	nmpg	range	nm range	db	angle
1000	12.7	11.0	32.0	0.40	0.34	806	701	75	2.5
1250	21.1	18.3	51.0	0.41	0.36	841	732	76	3.0
1500	27.9	24.3	75.0	0.37	0.32	758	659	84	3.5
1750	34.9	30.3	104.0	0.34	0.29	683	594	86	4.0
2000	40.8	35.5	134.0	0.30	0.26	621	540	86	5.0
2358	48.3	42.0	202.0	0.24	0.21	487	423	87	5.0

vitals

Propulsion: 2/2,000-hp MTU 16V2000 M91s; ZF gears w/ 2.50:1 ratio; Veem 5-blade props, specs not available
LOA x Beam: 70'11"x19'1"
Draft: 5'5"
Weight (dry): 102,875 lbs.
Fuel: 2,215 gal.
Water: 340 gal.
Std. power: 2/1,550-hp MAN V12 1550CRM diesel inboards
Cabins: 1 master, 2 guest, 1 crew
Price as tested: $4,453,094
Conditions: ***air temperature:*** 70°F; ***humidity:*** 58%; ***seas:*** 4'; ***load:*** 1,130 gal. fuel, 340 gal. water, 3 persons, 500 lbs. gear. ***Speeds*** are two-way averages measured w/ Simrad GPS. ***GPH*** taken via MTU display. ***Range*** is 90% of advertised fuel capacity. Decibels measured at helm on A scale. 65 dB-A is the level of normal conversation.

Illustration by Steve Karp

Top: Controls are easily reachable on either side while displays are protected under glass.

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The 368 Walkaround is a true all-purpose boat that also happens to be eminently fishable. Wide-open decks provide plenty of

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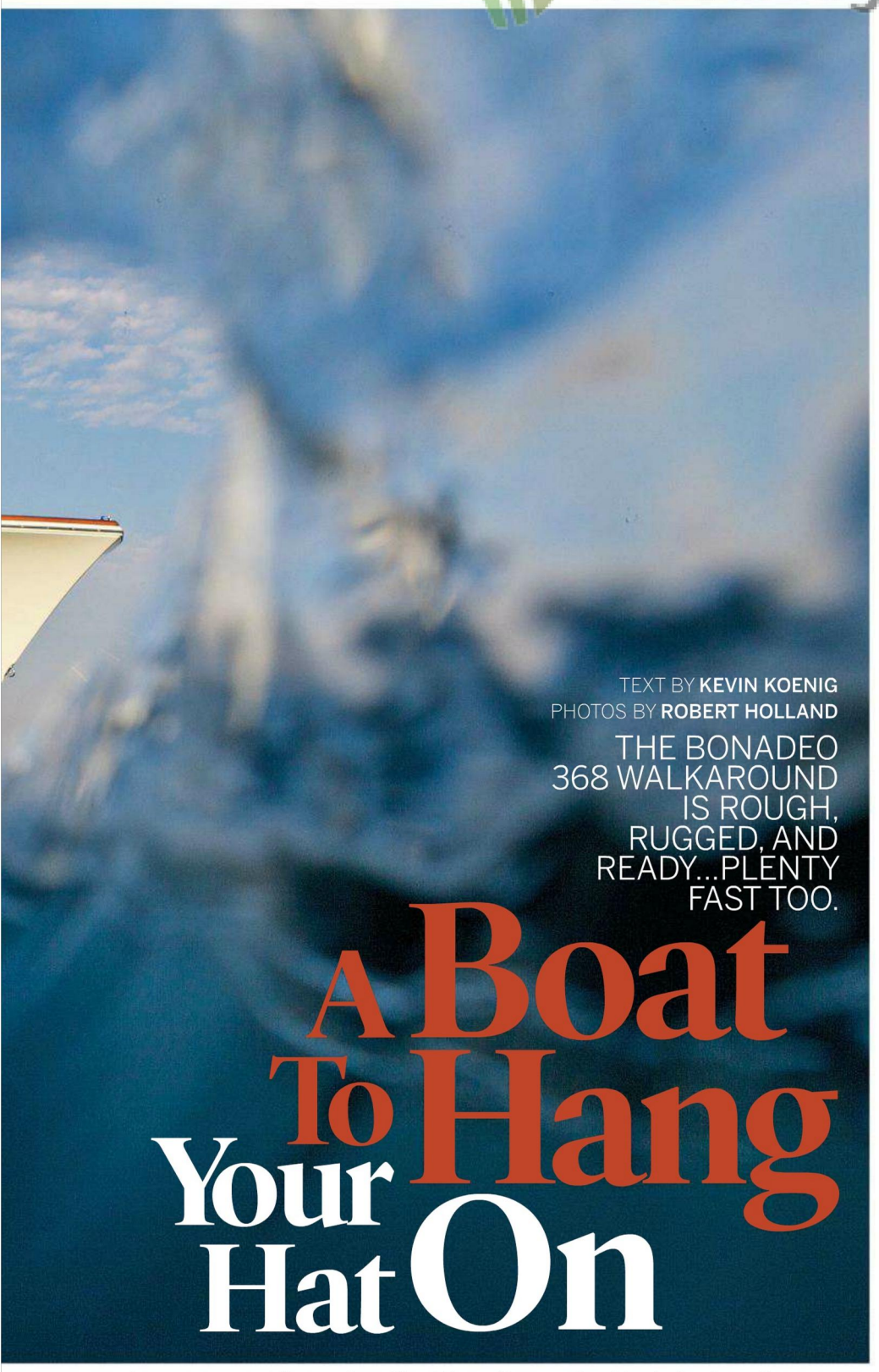

TEXT BY **KEVIN KOENIG**
PHOTOS BY **ROBERT HOLLAND**

THE BONADEO 368 WALKAROUND IS ROUGH, RUGGED, AND READY...PLENTY FAST TOO.

A Boat To Hang Your Hat On

room to mauneuver while a carbon-fiber T-top offers serviceable shelter from the sun.

This past Christmas I received a book from my future brother-in-law that was full of "cowboy" sayings. One of them that I found particularly striking was this: "There's more ways to skin a cat than to stick its head in a bootjack and pull on its tail." Which is a colorful, if somewhat off-putting, play on a familiar adage. When I read it, I was reminded in that peculiar way that memory often works, of something I had seen earlier that December while conducting a boat test: a hat. A traditional Bavarian hiking hat, green felt and adorned with a feather, like the kind that sit atop the heads of the tiny men who live in cuckoo clocks. The hat belonged to Larry Bonadeo, the proprietor of Bonadeo Boatworks, a man who skins cats, wears hats, and builds boats with a style all his own.

Bonadeo's newest build, the 368 Walkaround, is a rousing testament to the effectiveness of that style. His small, family-run operation builds boats by hand and customizes them nearly anyway a customer desires. The process is no race—Bonadeo estimates that his vessels require up to ten hours build-time for every one hour spent putting together most production boats. But the juice, as they say, is worth the squeeze.

Before I saw the 368 in Bonadeo's Stuart, Florida, factory, I had read that images didn't quite do her justice, that you had to see her to truly appreciate her contours. I was dubious. That sounded like just the certain kind of untruth that's often bandied about Internet comment boards. But I was wrong. In real life, there is something unapologetically masculine, even virile, about the boat that doesn't quite translate through a camera lens. With

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Top: The helm offers plenty of holds to grab on to should the going get rough. **Above:** All three helm seats flip up for support.

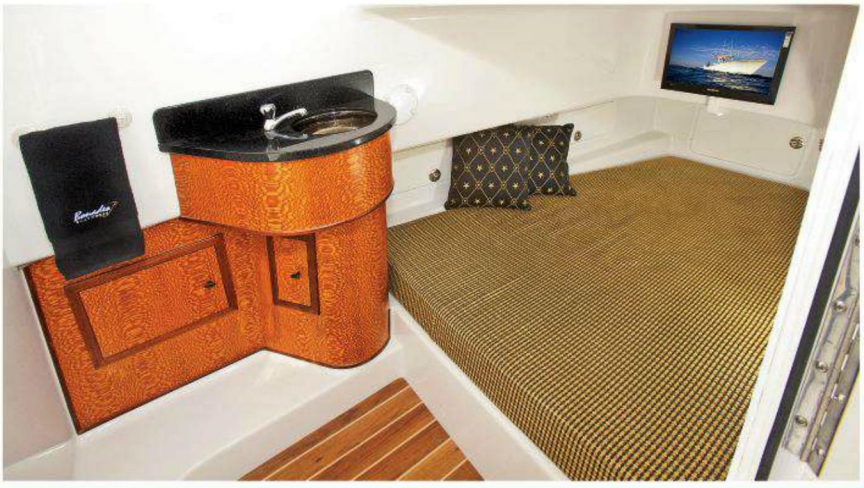
a cresting freeboard (5'4" at the bow) and an acutely angled forefoot, she resembles nothing so much as a dagger. This is not at all surprising really, considering Bonadeo openly acknowledges that most of his customers are men looking for "manly" boats to serve either as a hard-core sportfisherman or a family boat for a robust clan. The Walkaround has wide-open, cambered, workable decks reminiscent of a true center console and well-crafted, if not overly abundant, features such as a 50-gallon livewell in the leaning post and a space for a cutting board that can also be optioned as a grill. Three big 300-hp Mercs hanging off her stern did nothing to contradict the macho image, I should add.

However this particular boat was not completely red meat and ammo clips. Her cabin houses a very serviceable queen-size V-berth and is adorned with an eye-pleasing—dare I say delicate?—open-grain lacewood veneer that resembles snakeskin so much so that some of Bonadeo's workers mistook it for that during the build.

But that's where the delicacy starts and ends. The 368 has a monolithic hull that completely eschews the "gluing and screwing" commonly found at other yards. She's also Kevlar-lined and carbon-reinforced from keel to sheer break—a constitution that would help her serve well as a tow-behind tender. Four beefy stringers and seven transverse bulkheads provide an endoskeleton that Bonadeo made sound like that of Wolverine, the comic-book character with unbreakable bones. He asked me if I had seen an online video that recently went viral of a center console boat being dropped from 20 feet in the air onto asphalt, a promotion done by the boat's builder to prove the strength of their hulls. I said I had and remarked that I thought the boat held up pretty well. Bonadeo agreed, but with a qualification: "I respect the guts to actually drop a boat on pavement like that, and the hull did all right on impact, but the console bounced loose," he pointed out. "If I made more boats, I'd let someone take a crane to this one. She's one piece, [and] you could probably pick her up by the console and she wouldn't break." This time I was less dubious and more curious. I hoped we'd get some good seas to test out her toughness.

Out on the water with Larry's son Tony, I put the boat through her paces in the glassy ICW, and it immediately became clear that her rugged construction was not about to impede on a sporty ride. She got up on plane quickly, and on the pins nudged 60 mph as the wind blasted us in the face. I felt like a dog hanging its head out a car window on the highway. What's more, hardover at a speed that flirted with 50 mph, the 368 came full circle just shy of two boat lengths and powered back out of the turn and into a straightaway with the nimble ferocity of a high-powered Jet Ski.

All of this was well and good—better than well and good actually—it was a lot of fun. But I hadn't yet gotten a feel for how the boat would perform in heavy water, to put Larry's claims of ruggedness to the test. So we headed out towards the notorious St. Lucie Inlet. The chop picked up steadily as we moved towards open water, but it was nothing too drastic, so I decided to move to the bow to check out how the ride was up there in a little bit of slop. I hadn't taken more than two steps before I heard Tony say, "I wouldn't do that." I looked back at him quizzically, and he nodded up



The Basics

Standard equipment: Verado electronic controls and electronic steering; Kevlar, carbon fiber, E-Glass composite, vinylester resin-infused/vacuum-construction hull; custom helm w/ pump compartment; queen-size berth; head; sink; livewell in leaning post; fishbox; drink box; central drain system; ABYC certified electrical panels w/ spark suppression; high-water alarms

Optional power: various inboards and outboards

Optional equipment on test boat: third 300-hp Mercury Verado; teak helm pod; 6,000-Btu A/C; Vitrifrigo fridge/freezer; lacewood accents in interior; teak toe rail; high-speed stainless steel water pickups; Fusion stereo system; Garmin 5215 electronics package; Sirius-XM radio and satellite weather; LED lighting under gunwale; custom self-storing boarding ladder; custom-painted engines; two-tone, carbon-fiber hardtop; integrated LED running lights; Rupp outriggers

Base price: Upon Request

Above: Note the recessed TV and the lacewood accents on the sink console.

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ahead. At the mouth of the inlet the outgoing tide was rushing head on into six-foot seas creating steep and sudden swells that jacked up eight feet in the air a mere boat length from the jetty's rocks. I headed back to the helm and prepared for a rough ride. But it never came. The boat handled the seas with aplomb at about 25 mph, cresting even the largest swells with authority and then nestling down gently and solidly into the trough. The aggressively flared hull, with 60 degrees of deadrise in the bow and soft, rounded chines, threw off the water not in a spray as many boats do, but instead in great sheets of solid whitewater. And while it may have been impossible to stay completely dry in a boat that size in seas like that, I certainly didn't need the foul-weather gear I had clumsily pulled on at the outset. The open-water portion of the test was in truth a tour de force, both on the part of the Atlantic Ocean and the Bonadeo.

Back at the factory I found Larry waiting at his desk. We talked for over an hour about all sorts of things, not limited to boats—kids, careers, pets, marriages, Germany, helicopters. Larry's a bit of a talker. But towards the end of the conversation I could tell he really wanted to get a feel for what my reaction to the 368 was. I answered him honestly that it was a hell of a boat: fast, fun to drive, and great in that inlet maelstrom. "Very good," he said nodding with satisfaction and getting up from his desk. He paused only briefly to affix his hat to his head before striding out the door and into the thick, warm air of another Florida night. PMY

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Top: This boat has lots of crafty places to stow rods. **Above:** That cutting-board area can turn into a grill to cook your catch.

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PMY's Numbers | Bonadeo 368 Walkaround

rpm	mph	knots	gph	mpg	nmpg	range	nm range	db	angle
1000	6.3	5.5	2.9	2.17	1.89	587	510	69	1.5
2000	10.0	8.7	8.3	1.20	1.05	325	283	76	4.0
3000	22.5	19.6	17.0	1.32	1.15	357	311	82	4.0
4000	37.8	32.9	32.5	1.16	1.01	314	273	85	3.5
5000	48.2	41.9	61.0	0.79	0.69	213	186	86	3.0
6300	58.5	50.9	89.9	0.65	0.57	176	153	91	3.0

vitals

Propulsion: 3/300-hp Mercury Verado outboards w/ 1.85:1 ratio; Mercury 21 Mirage props
LOA x Beam: 36'8"x10'0"
Draft: 1'11" (to keel)
Weight (wet): 12,760 lbs.
Fuel: 324 gal.
Water: 50 gal.
Std power: 2/300-hp Mercury Verado outboards
Cabins: 1 master
Price as tested: Upon Request

Conditions: ***temp:*** 80°F; ***humidity:*** 60%; ***wind:*** 10 mph; ***seas:*** flat; ***load:*** 200 gal.; ***fuel:*** 50 gal.; ***water:*** 2 persons; 200 lbs. gear; ***Speeds*** are two-way averages measured w/ Garmin GPS. ***GPH*** taken via Garmin display. ***Range*** is 90% of advertised fuel capacity. Decibels measured at helm on A scale. 65 dB-A is the level of normal conversation.

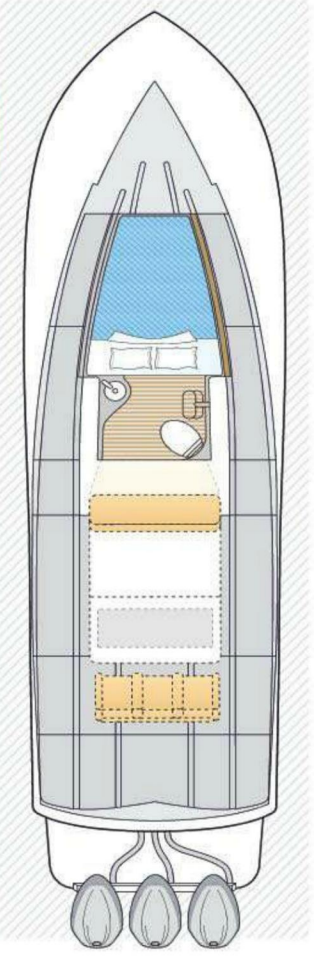

Illustration by Steve Karp

Above: The Bonadeo has plenty of space for you and all your fishing buddies.

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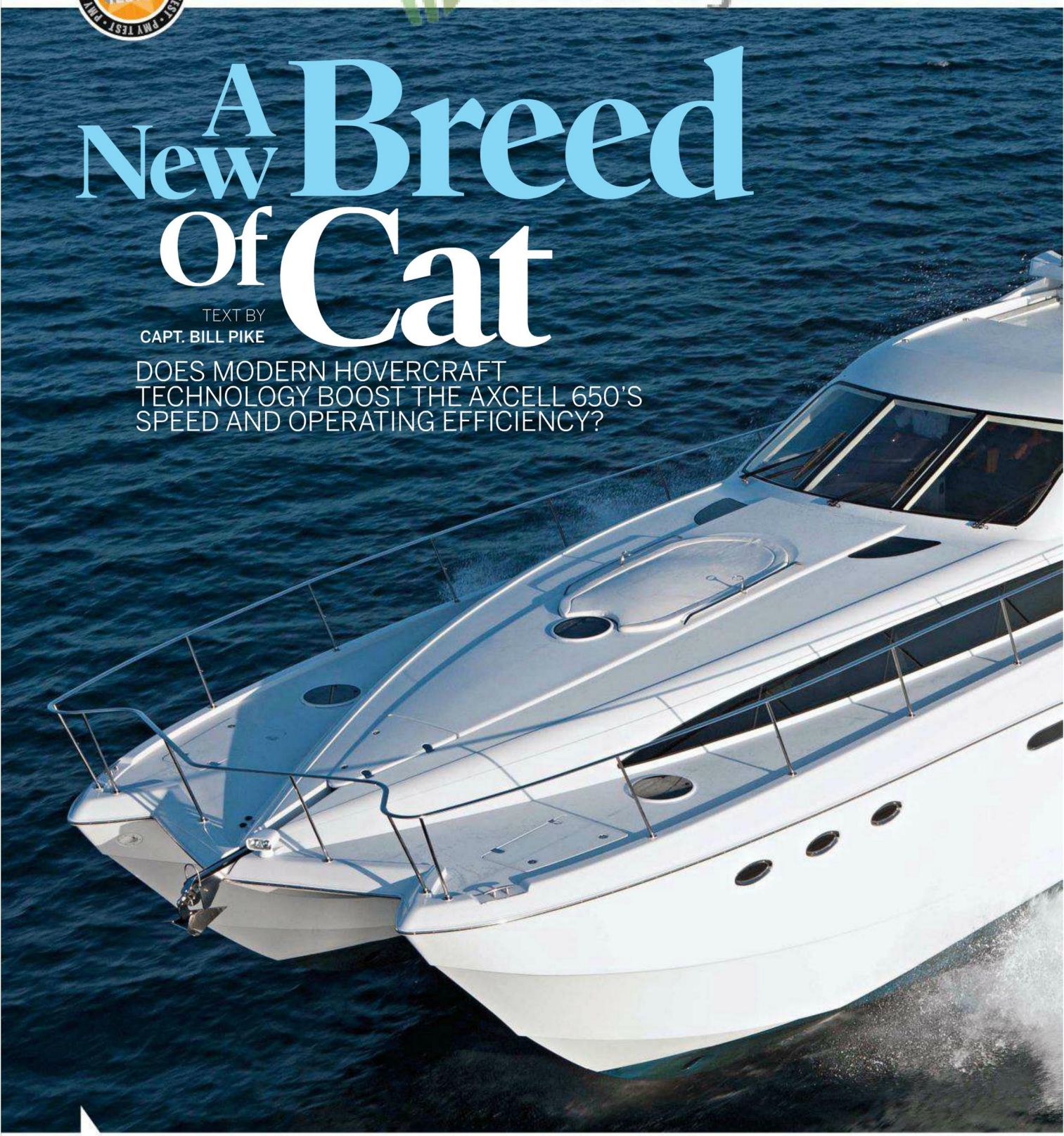
A New Breed Of Cat

TEXT BY
CAPT. BILL PIKE

DOES MODERN HOVERCRAFT TECHNOLOGY BOOST THE AXCELL 650'S SPEED AND OPERATING EFFICIENCY?



This raffish-looking speedster was designed and pre-engineered using the latest in computerized 3-D modeling techniques. Note

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Photo courtesy of Axcell

the "gills" at the stern—they feed air to the engine room as well as the HybridAir blowers.

After pulling into the Ocean Club at Port Canaveral, it took just a few seconds to spot my test boat du jour, tied up at the fuel dock, with a humongous, shark-like swath of "gills" (i.e., air intakes) at the stern, glinting in the sun. The sight stopped me in my tracks for just a moment. But time was flying, and there was no sense wasting it gawking, particularly when an absolutely unique and possibly far-reaching bit of marine propulsion technology stood waiting for sea trial.

In profile at least, the Axcell 650 looked like an express-style monohull, not a big powercat, and as I got closer, I theorized that J.C. Espinosa, the megayacht designer who'd done both her styling and layout, had most likely intended the illusion. Bruce Barsumian, electronics engineer, counter-surveillance-detection-equipment contractor, and founder of Axcell Yachts, was just settling a fuel bill when I strolled up. With reflector sunglasses and a devil-may-care grin, he certainly looked like the type of guy who'd devote 14 years and a whole heap of cash to a decidedly edgy project.

And I do mean edgy. Thanks to a little hovercraft-related technology, the naval-engineering capabilities of Donald L. Blount & Associates, the tooling expertise of Vector Works Marine in nearby Titusville, Florida, and the aforementioned contributions of Espinosa, Barsumian had created a boat that closely resembles a swoopy conventional midrange motoryacht but by all reports, could also generate her own friction-reducing cushion of air and then ride the darn thing, magic-carpet-style.

I began to see how such a phenomenon might actually be possible as we toured the starboard engine room, a nearly identical version of

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Top: The window-encompassed saloon offers 360-degree panoramic views. **Above:** The master on the main deck has an en suite head.

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the one in the port sponson. Its after half was mainstreamy enough. Besides a bunch of expensive stainless steel fuel lines, top-shelf Northstar AGM batteries, and some precisely loomed and laid-out electrical runs, it featured a single 1,015-mhp Caterpillar C18 ACERT diesel on centerline, a beefy but lightweight carbon-fiber jackshaft that faded into the transom's shadows, and a power-takeoff pump at the rear of the marine gear. The jackshaft coupled the engine to a fully articulated ZF MiniRex surface-piercing drive, Barsumian explained, and the power-takeoff unit (in league with its twin on the port main) energized onboard hydraulics, including a Lewmar windlass and thrusters.

The forward half of the space was a total eye-popper, however. It featured a huge, chest-high, centrifugal blower that inhales vast amounts of air through the earlier-referenced gills and then, via a proprietary microprocessor-controlled hydraulic system designed to kick in at 1300 rpm, pumps the stuff into specially designed, longitudinally oriented chambers in the running surface. Once pressurized, these chambers then support roughly half of the vessel's weight at speed, thereby substantially reducing skin friction and hydrodynamic form drag. "We're calling it HybridAir," Barsumian enthused, "a patented technology that lets a big boat like this go fast but with relatively small engines."

As you'd imagine, I was big-time excited about giving Barsumian's HybridAir technology the full *PMY* wringout. So after departing the fuel dock and transiting the nearby Canaveral locks, I was pleased to see that conditions for testing on the Banana River were expeditious, with little more than a one-foot chop to contend with, only light, variable breezes blowing, and hardly any traffic at all. I closely watched Barsumian wheel his 650 into position for our first speed run. The boat seemed vaguely slippery, by which I mean she'd occasionally swing wide of the course corrections he fed her, although opposite wheel invariably brought her quickly back.

The next hour proved interesting, if slightly dispiriting. The 650 achieved a top speed of 39.9 mph, a fairly sporty velocity for a 61,000-pound vessel albeit well off her potential I'd say, given that our Caterpillar C18s turned just 2100 rpm at wide-open throttle. This recording was considerably less than the 2300 rpm that Caterpillar specifies as top-hop for this particular engine and rather less than the 2350 rpm that a builder of a new boat like the 650 would presumably shoot for in hopes of accommodating future weight gains from an owner's personal effects. The recording also helped explain the low fuel-burn numbers I recorded on the Banana River. While our C18s should have been ingesting a total of about 107.2 gph at full speed according to Caterpillar, they in fact registered a wide-open fuel burn of just 89 gph, a significant shortfall indicating an equally significant shortfall in engine loading and horsepower output.

Barsumian attributed this not unimportant performance problem to some seriously over-pitched props as well as the extra build weight that tends to typify prototypes, both likely possibilities. Operating efficiencies were not especially impressive either, particularly in view of the similar performance numbers I've recorded over the years for 60-something monohull motoryachts with virtually equivalent powerplants and roughly the same displacements. On-plane efficiency peaked at 0.64 mpg at 1500 rpm, not much

Photos courtesy of Axcell

Above: There's plenty of ambient light in the galley from saloon windows overhead.

The Basics

Standard equipment: ZF electronic steering and controls; Stidd helm seats; Lewmar bow and stern thrusters and windlass; 2/ Raymarine E120 displays w/ GPS plotter and radar; Ray218 VHF; Clarion marine stereo; Imtra LED lighting; Corian countertops; GE Profile microwave oven, cooktop, residential-size refrigerator, and trash compactor; Brew Express coffee maker; Splendide washer/dryer; 15kW Westerbeke genset; 9/ Northstar AGM batteries (4 start, 4 house, 1 genset); 20-amp ProMariner ProTech 2420i battery charger; 4,000-watt Magnum Energy inverter; Dometic MSDs; Vetus sea strainers; Stat-W aerosol-generator-type fire-extinguishing system

Optional equipment on test boat: FLIR thermal-imaging system; 16-foot Nautica RIB w/ 90-hp Evinrude E-TEC outboard; Kenyon cockpit grill w/ sink

Optional power: 2/1,150-mhp Caterpillar C18 diesel inboards

Base price: $3,540,000

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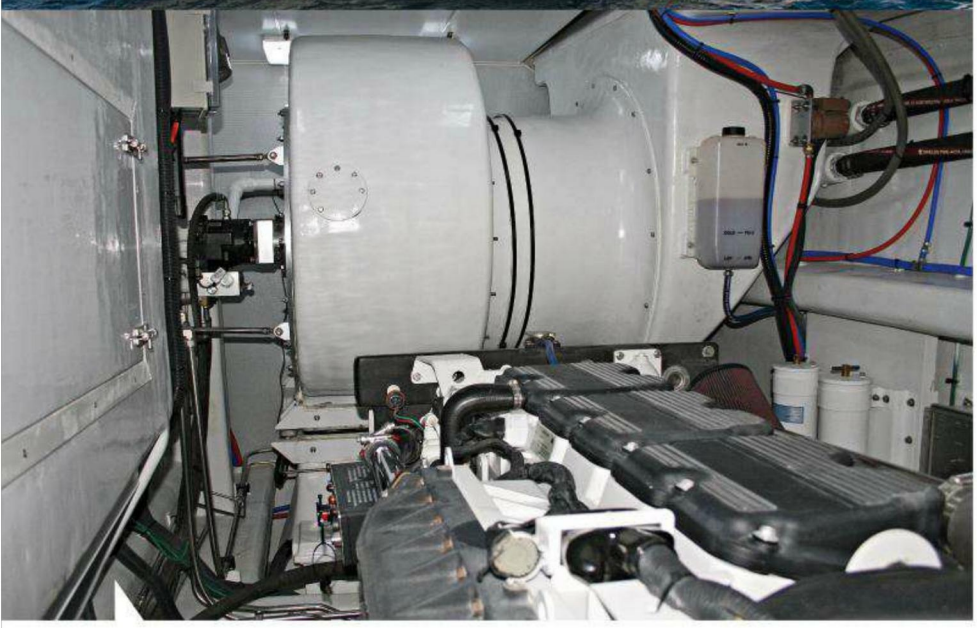

beyond the point at which the blowers were kicking in.

I got a heck of a charge out of driving the boat, though. Visibility from the comfy Stidd helm seat was wraparound excellent at all times. Trim adjustments to the steerable MiniRex surface-piercers proved decidedly simple and push-button-easy. And while sound levels were perhaps a little robust on the high end of the rpm register, I noted no super-distinguishable blower-related noise. Moreover, although tracking was acceptable at planing speeds and turns were broad and positive, I experienced the same tendency to wander at displacement speeds I'd noticed earlier when Barsumian was at the wheel. "It's different—a little bit floaty," I commented while tooling through Canaveral Harbor, "but it's fun once you get used to it."

I completed my examination of the 650's finely fitted zebrawood-appointed interior, which I'd commenced shortly after we'd tied up, with a wholly positive attitude. Although the layout certainly was catamaran-esque in many respects (an extra-wide lounge and master on the main deck, a relatively narrow guest stateroom and galley in the port sponson, and another narrow guest and stowage area in the starboard sponson), Espinosa had so cleverly appointed and designed its lines and spaces, that I occasionally had trouble remembering I was touring a cat, not a monohull. Nice job!

My overall take on Barsumian's HybridAir-powered 650 Catamaran is just a tad mixed, nevertheless. Certainly, the vessel is a new breed of cat, and she's got a carefully crafted, cleverly laid-out interior. But her open-water performance was not quite equal to the promise of her avant-garde propulsion technology in my opinion, although some extra speed and efficiency may be in the offing."With standard, lighter engines and all the extra prototype weight squeezed out," Barsumian claims, "our next boat will probably get an extra three or four knots and enjoy a much-improved fuel burn." I'll be very interested in putting that claim to the test. PMY

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Top: At speed, the Axcell rides on a self-generated air cushion. **Above:** One of the hydraulically actuated blowers in the starboard ER.

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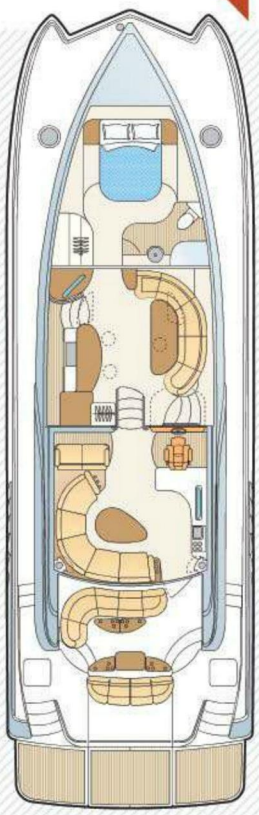

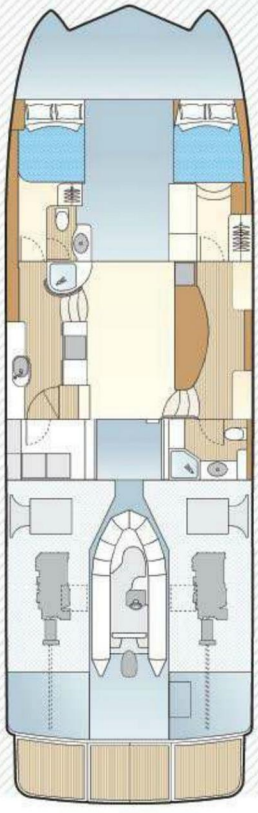

PMY's Numbers | Axcell 650

rpm	mph	knots	gph	mgp	nmpg	range	nm range	db	angle
600	7.9	6.9	4.0	1.98	1.72	1,155	1,005	64	0.5
1000	12.0	10.4	21.0	0.57	0.49	333	289	69	1.0
1250	12.9	11.2	29.0	0.44	0.39	259	225	72	2.0
1500	23.2	20.2	36.0	0.64	0.56	377	328	74	3.5
1750	31.4	27.3	53.0	0.59	0.52	347	301	77	1.5
2000	37.5	32.6	78.0	0.48	0.42	281	245	86	1.5
2100	39.9	34.7	89.0	0.45	0.39	262	228	83	2.0

vitals

Propulsion: 2/1,015-mhp Caterpillar C18 ACERTs; ZF 500 A gears w/ 1.49:1 ratio; 31 x 35 Veem 5-blade nibral props
LOA x Beam: 60'0"x20'8"
Draft: 3'10"

Weight (half load): 61,000 lbs.
Fuel: 650 gal. Water: 120 gal.
Std. power: 2/715-mhp CAT C12 ACERTs
Cabins: 1 master, 2 guest
Price as tested: $3,690,000

Conditions: ***temp:*** 77°F; ***humidity:*** 57%; ***wind:*** 4-8 mph; ***seas:*** 1'; ***load:*** 325 gal.; ***fuel:*** 50 gal.; ***water:*** 3 persons; 300 lbs. gear; ***Speeds*** are two-way averages measured w/ Stalker radar gun. ***GPH*** taken via Caterpillar fuel-monitoring system. ***Range*** is 90% of advertised fuel capacity. ***Decibels*** measured at helm on A scale. 65 dB-A is the level of normal conversation.

Above: The helm station is quite conventional, despite the vessel's high-tech propulsion system.

Photos courtesy of Axcell; illustrations by Steve Karp

PALM BEACH INTERNATIONAL BOAT SHOW

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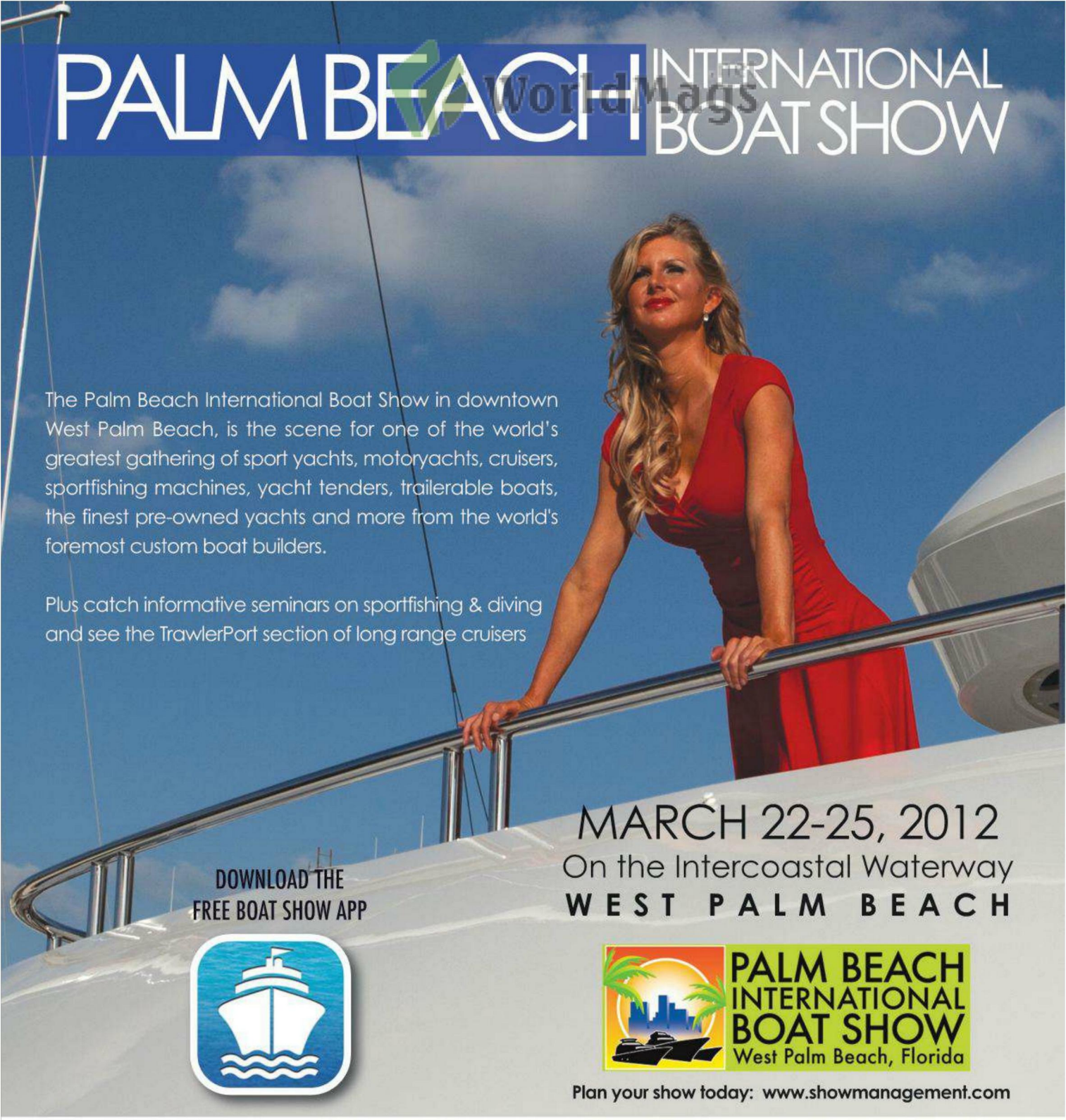

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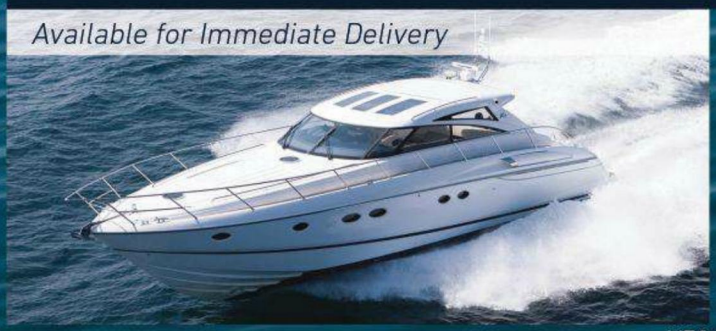

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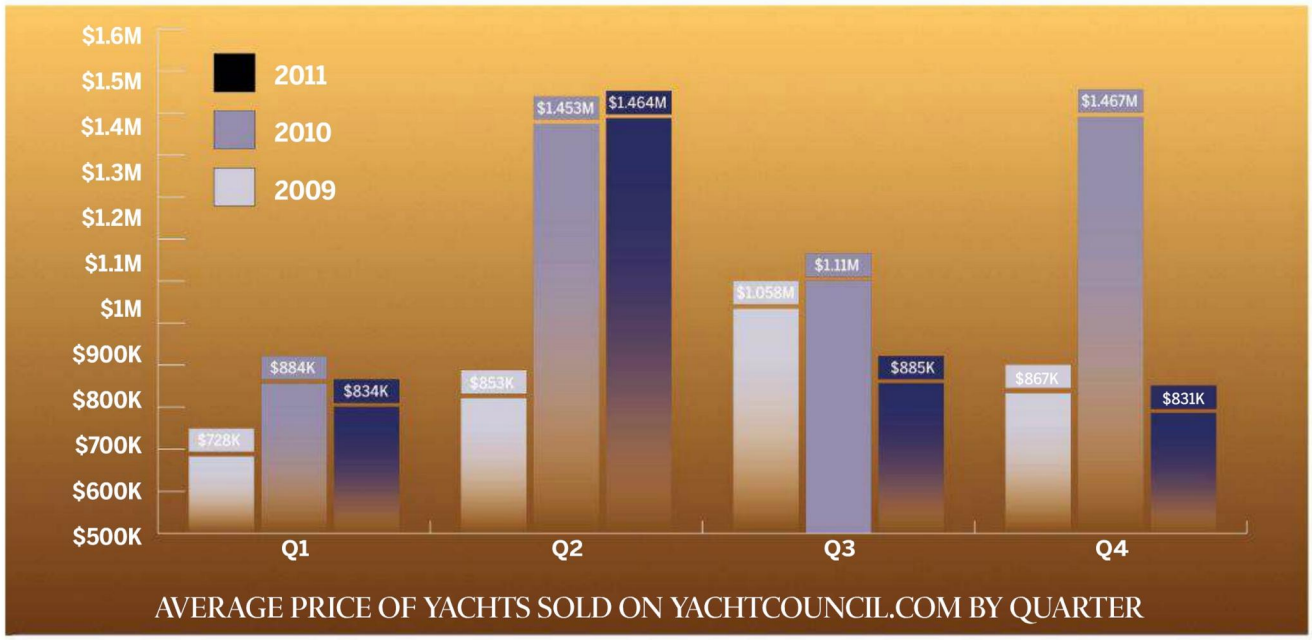
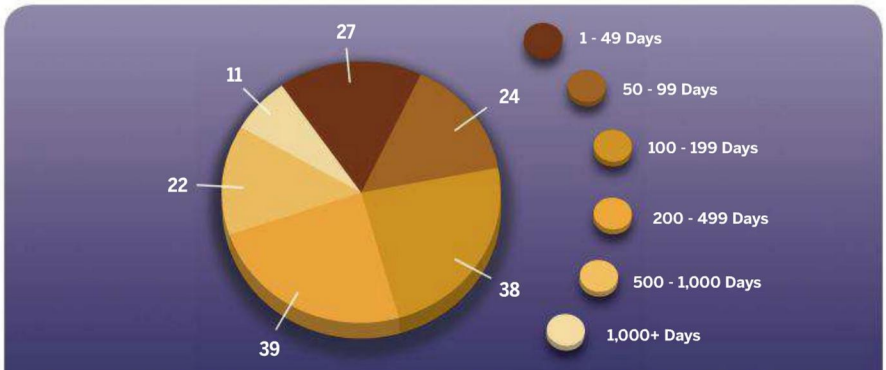
BREAKING OUT THE LATEST BOAT-SALES DATA FROM YACHT COUNCIL. TEXT BY **JASON Y. WOOD**

Comfort Level in Question



AVERAGE PRICE OF YACHTS SOLD ON YACHTCOUNCIL.COM BY QUARTER

Less confident buyers are spending less money. "The people who would normally be buying a $3 million boat are buying a $1 million boat," says Bill Walczak of Walczak Yacht Brokerage Service in Annapolis, Maryland. "The boat is a tool to go cruising with family. They seem to be thinking: 'If you can get the right tool for $400,000, why spend $1.4 million?'"



TIME ON SALE OF YACHTCOUNCIL.COM SALES IN NOV. 2011

"Average days on the market should trend down as sellers realize that the prices of five years ago are probably not coming back," says Jeff Stanley, president of Gilman Yachts in Fort Lauderdale, Florida. "Buyers should take advantage of lower prices that caused them to sell for less than they thought their boat would bring."

Photo courtesy of Walczak Yacht Brokerage Service

Odyssey

This 2004 Symbol 56-foot pilothouse motoryacht is powered by twin 700-hp CAT diesels. She cruises at 16 knots and has extended range thanks to her optional 950-gallon fuel capacity.

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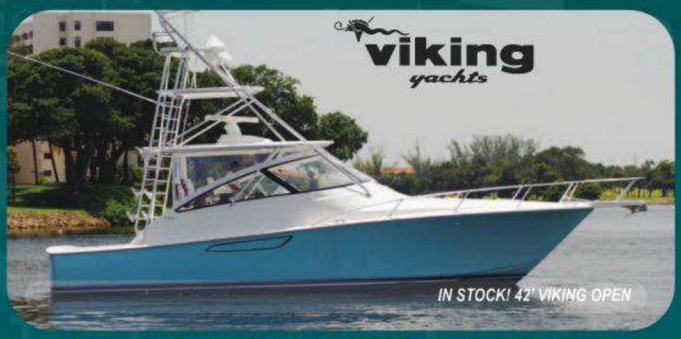

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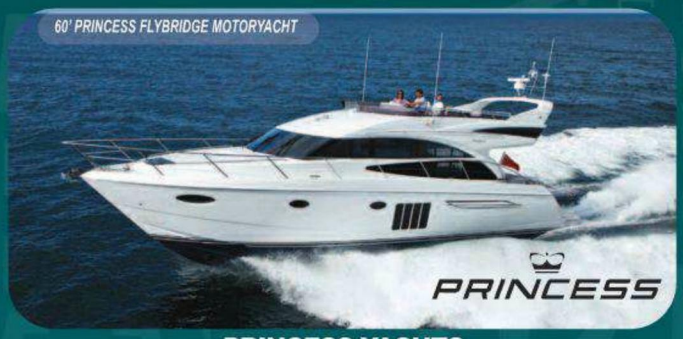

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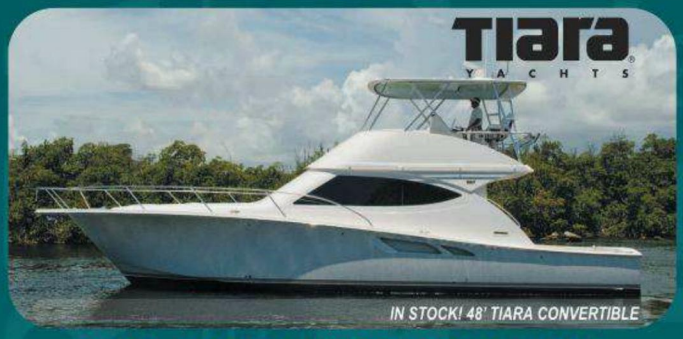

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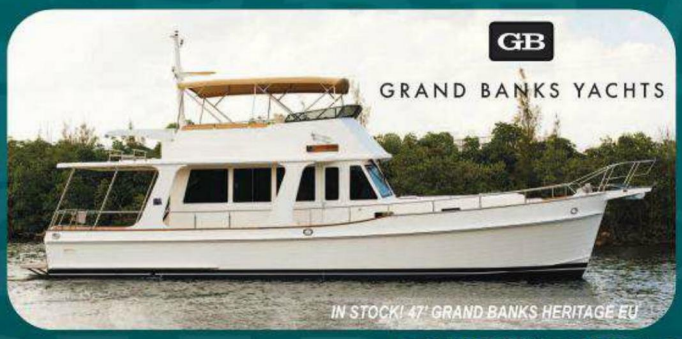

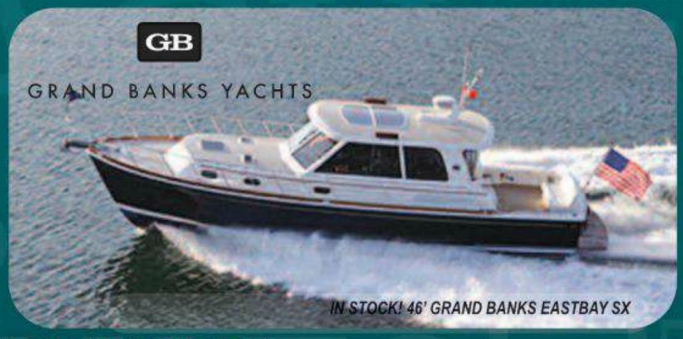

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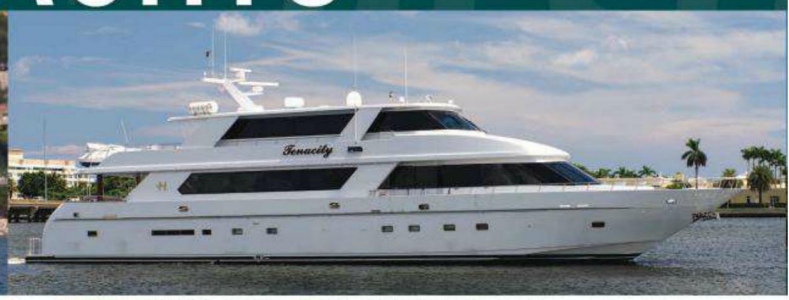

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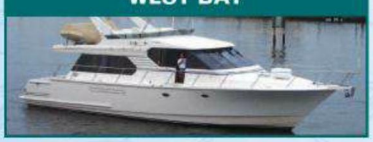

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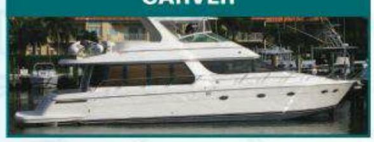

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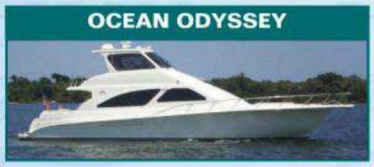

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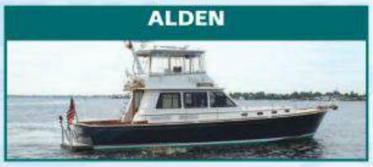

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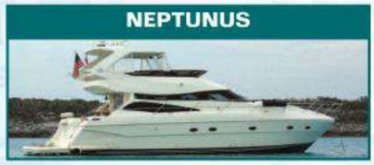

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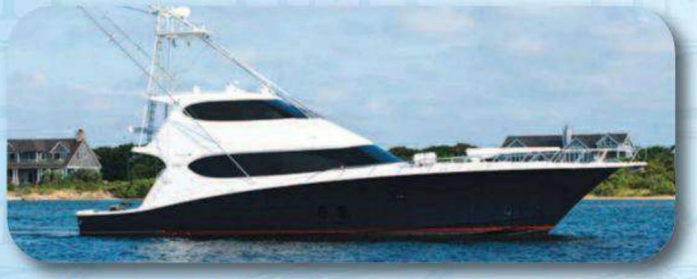

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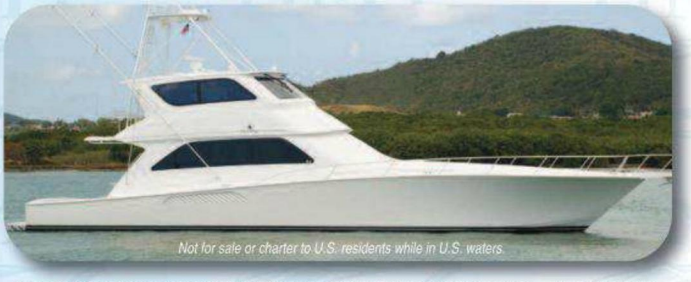

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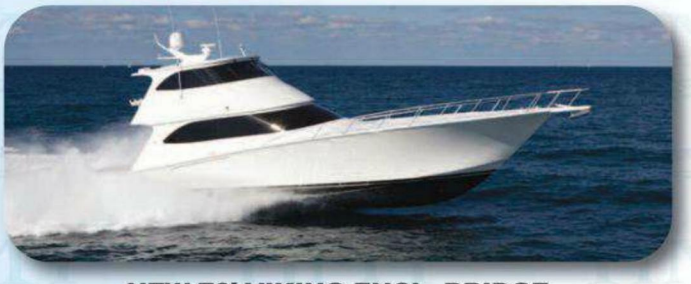

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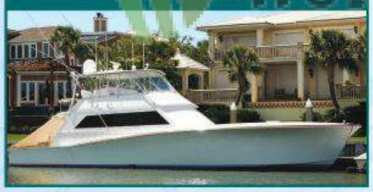

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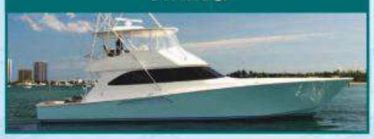

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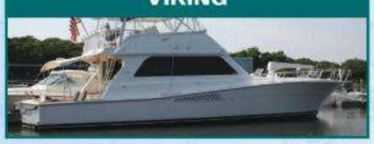

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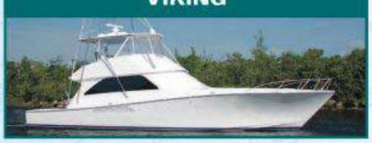

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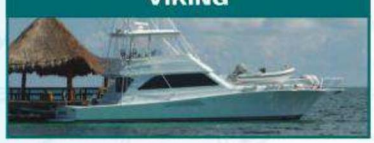

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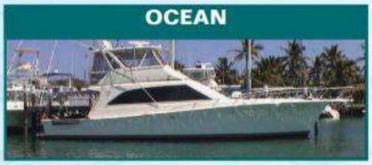

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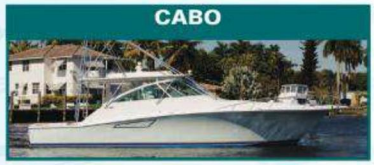

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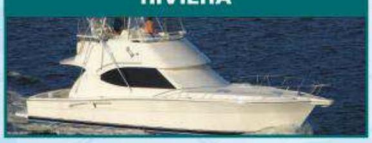

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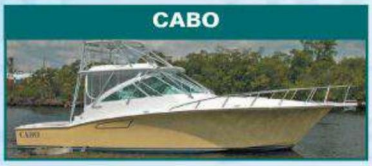

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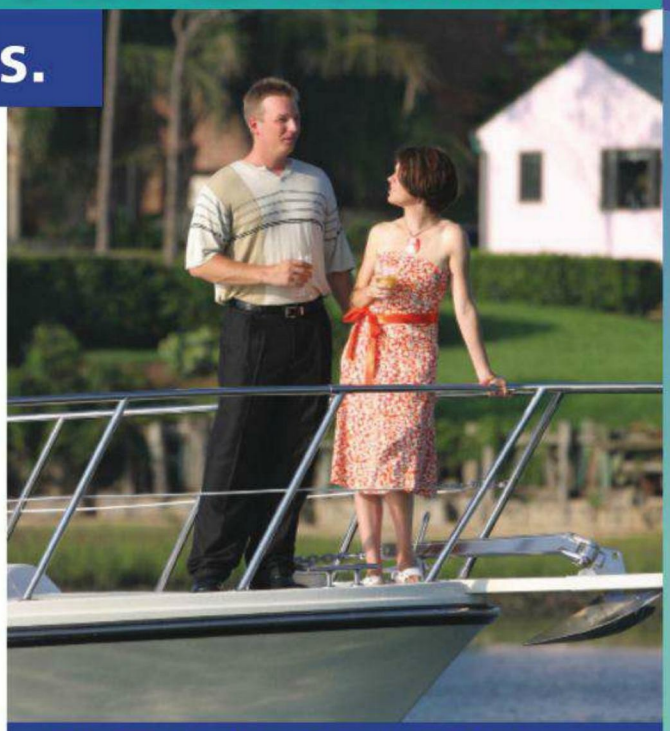

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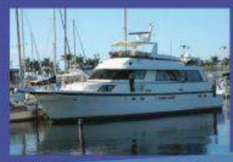

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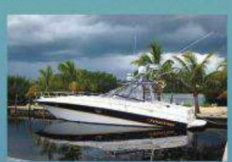

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38' Cruiser Cat - 2010
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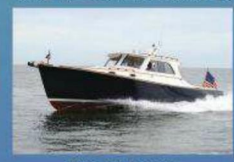

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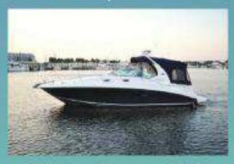

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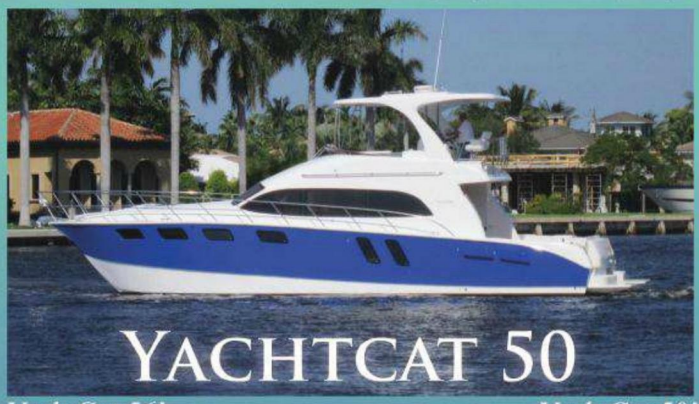

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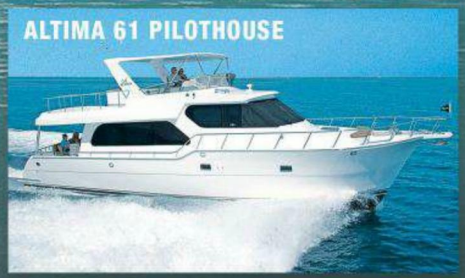

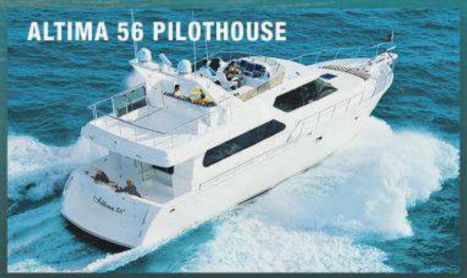

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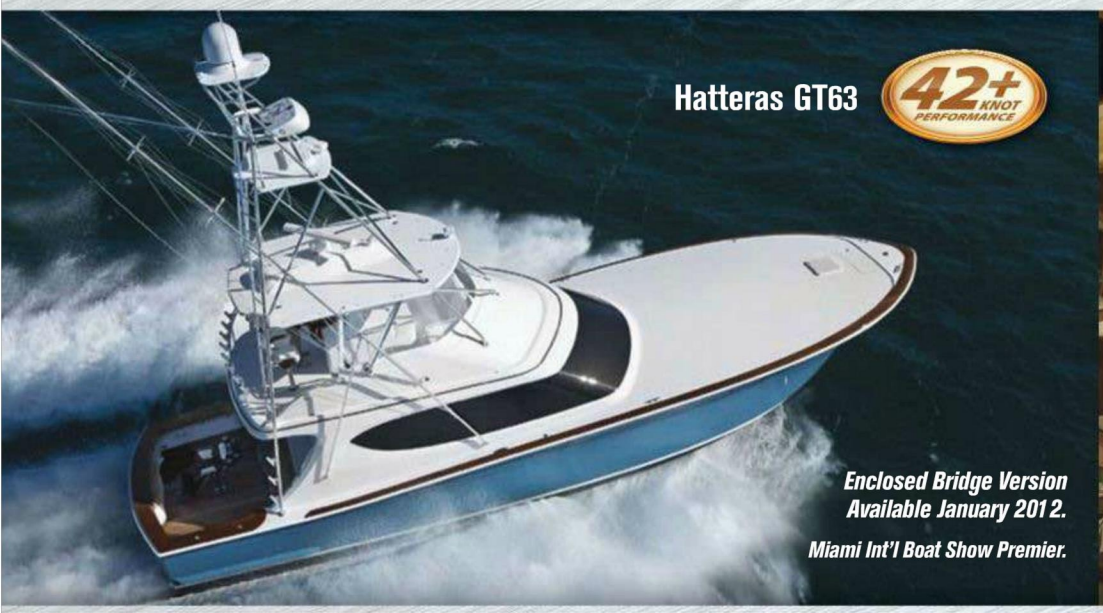

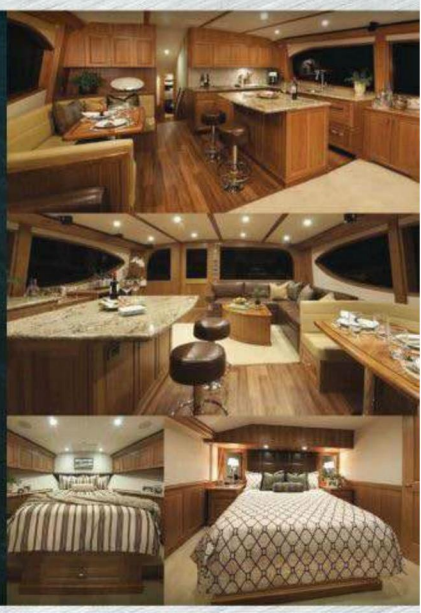

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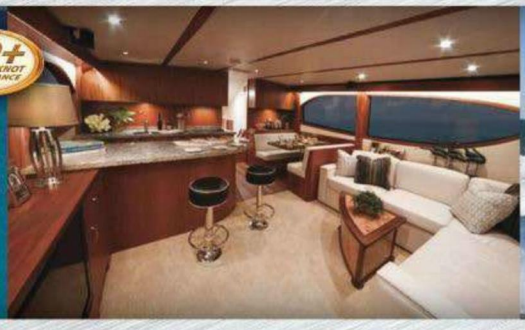

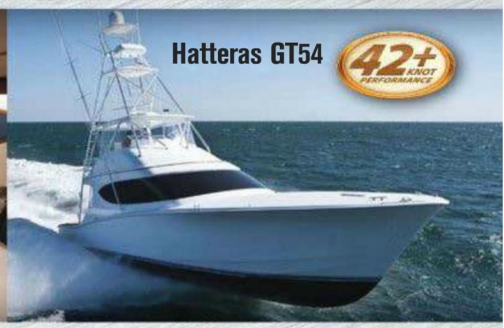

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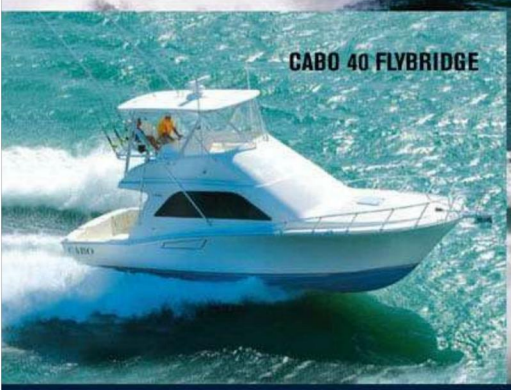

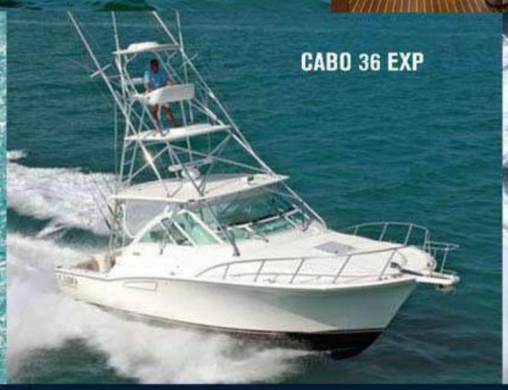

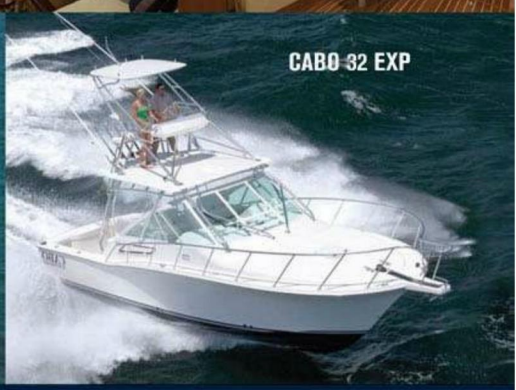

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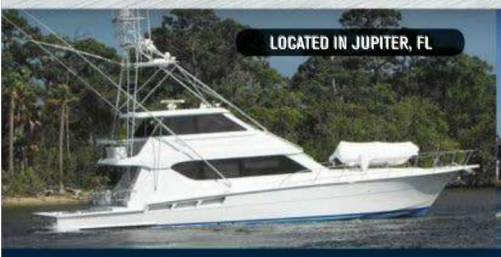

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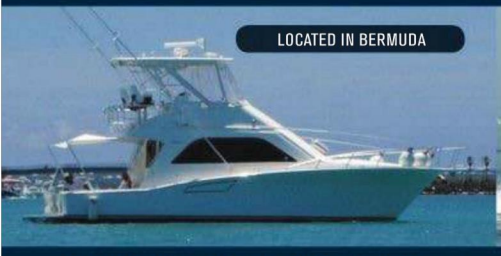

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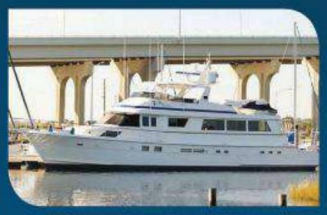

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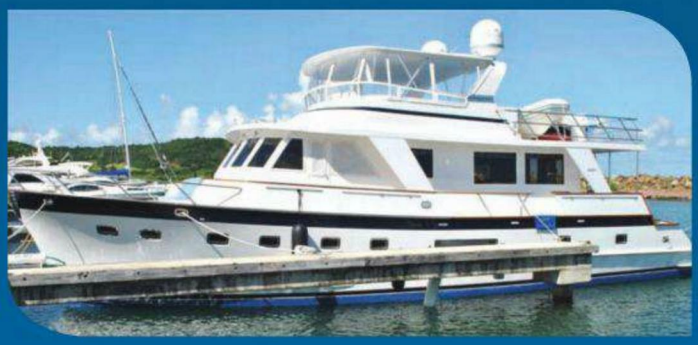

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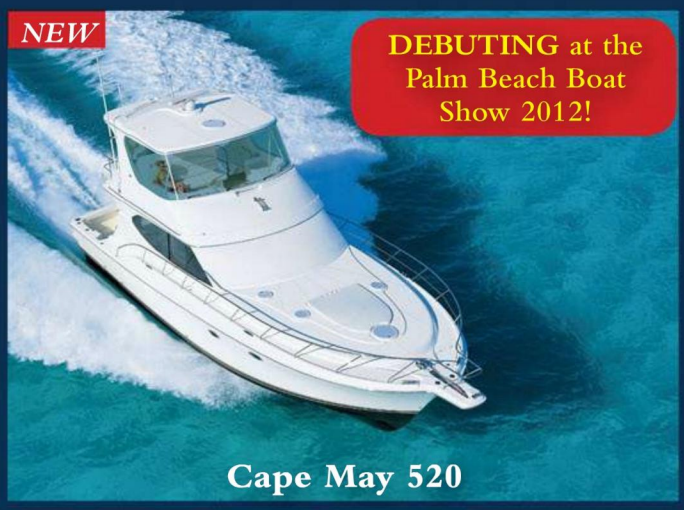

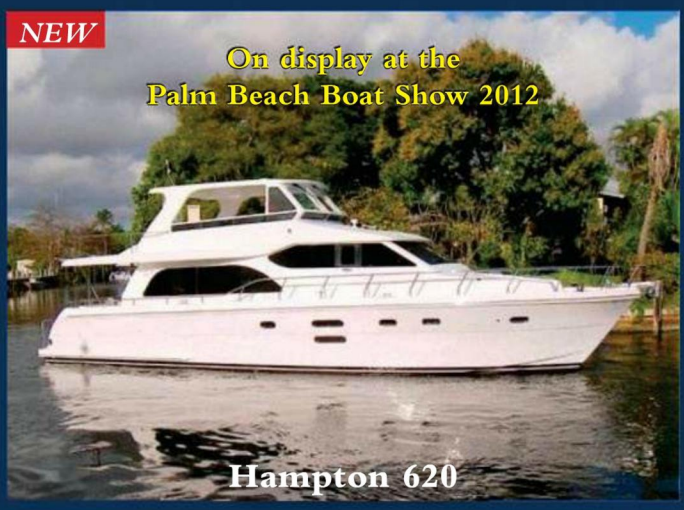

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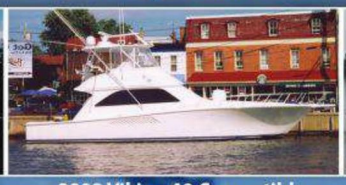
2005 Viking 48 Convertible

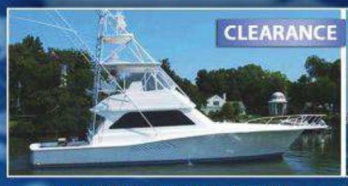
2003 Viking 48 Convertible •



2002 Viking 48 Convertible •

1988 Viking 48 Convertible •

2007 Viking 47 Convertible



2000 Viking 47 Convertible •

2010 Viking 46 Convertible •

2007 Viking 45 Convertible •

2012 Viking 42 Open-Pod Drives!

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- 70' Viking Sport Cruiser - One owner - 2005
- 65' Viking Sport Cruiser V65-2006 & 2000 (2)
- 65' Romsdal Trawler-reduced $100k! 1962
- 64' Viking Convertible-Never fished 2008
- 64'Viking Enclosed Bridge-Warranties 2008
- 62' Buddy Davis Sportfish-Spacious! 1977
- 61' Viking Sport Cruiser MY- 2004 & 2005
- 61' Viking Convertible - Mezzanine! 2001
- 60' Viking Convertible - NEW 2012 In Stock!
- 60' Viking Convertible - L O A D E D ! 2008
- 60' Jefferson Marquessa MY - Freshwater 1987
- 58' Custom Carolina Taylor Made 2000
- 58' Viking Convertible - Fresh paint 1997
- 57' Custom Carolina- Great Charter! 2001
- 57' B&B Custom Carolina Sportfish 2004
- 56' Alden Downeast Flybridge 1996
- 56' Alaskan Raised Pilothouse 2006
- 56' Viking Convertible - '07 Updates- 2006
- 55' Sea Ray Sedan Bridge 550 - 1993
- 55' Ocean Convertible-Reduced! 1990
- 54' Custom Carolina Alex Willis 2005
- 54' Sea Ray 540 Sundancer-2000
- 54' Bertram Sportfish-One owner-1987
- 53' Elco Commuter-Restored! 1937
- 53' Jarrett Bay Custom-New paint 1993
- 53' Cavileer Convertible-only 145hrs-'05
- 53' Ricky Scarborough - Updates! 1991
- 50' Cruisers 5000 Sedan - CAT power 2001
- 50' Hatteras Convertible - Pro kept - 1999
- 50' Fairline Phantom-low hours 2002

New Regulators 23' - 34' Clearance!

- 50' Ricky Scarborough Custom 1982
- 50' Ricky Scarborough Open 2008
- 50' Viking Convertible - Low hours 2001
- 49' Custom Carolina Caison - NEW 2012!
- 49' Cruisers 490 Sedan-Loaded! 2006
- 48' Viking Convertible-'05, '03, '02 & (2) 1988!
- 48' Ocean Super Sport - New Listing 2002
- 48' Sabre 48 Salon Express NEW 2012
- 48' Sea Ray Motoryacht-3strms! 2004
- 48' Chris Craft 480 Catalina MY 1988
- 48' Meridian 459 Cockpit MY 2004
- 47' Davis Convertible -Upgrades - 1991
- 47' Viking Convertible - 2 available! 2000
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2012 Back Cove 30 •

2012 Back Cove 37 •

2012 Sabre 48 Salon Express

2005 Viking Sport Cruiser 70 FBMY •

2006 Viking Sport Cruiser V65 •

2005 Viking Sport Cruiser 61 FBMY •

All models in stock & on SALE!

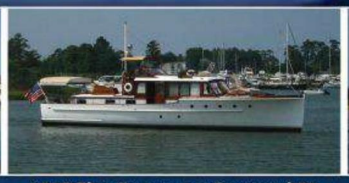
1987 Jefferson 60 Marquessa MY •

2006 Alaskan 56 Raised Pilothouse •

1996 Alden 56 Downeast FBMY •

2000 Sea Ray 540 Sundancer

1999 Sea Ray 540 Sundancer •



1937 Elco Commuter Restored 53 •

2001 Cruisers 5000 Sedan •

2002 Fairline 50 Phantom

2000 Custom Carolina Taylor Made 58 •

2004 57 B&B Custom Carolina •

1987 Bertram 54 Sportfish •

1993 Jarrett Bay 53 Convertible

2008 Ricky Scarborough 50 •

1991Ricky Scarborough 53 •

2012 Custom Carolina Caison 49 •

2002 Ocean Super Sport 48

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Captain Maintained | 3 SR's
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1997 84' Hatteras Elite Series
Recent Paint and Upgrades | Wide Body
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2700 HP CAT's | 3 SR's + Crew
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1963 83' Trumpy CPMY
New Bradford Marine Paint Job
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Trans-Atlantic Veteran
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1996 70' Hatteras
One Owner | Low Engine Hours
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2000 70' Hatteras Convertible
3412 CAT's | 4 SR's
CA Whit Kirtland - (305) 793-5886

2009 66' Grand Harbour
Four Stateroom | International Electric
CA Tucker Fallon - (954) 801-3645
See at the Miami Boat Show

1992 65' Hatteras M/Y
12V71's | Galley Up | Mint Condition
2 Boat Owner | Make Offer
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2003 65' Ocean Oydessey
Custom Interior & Open Galley
CA Tucker Fallon - (954) 801-3645

2005 65' Carver Marquis
MTU 12V 2000's 564 Hrs | 3SR's + Crew
Galley Up | Bow & Stern Thursters
CA Steve Fill - (954) 815-8320

1999 61' Queenship
Clean | CAT's | Cruise Ready
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See at the Miami Boat Show

1998 60' Offshore PHMY
3 SR's | Galley Up | $699,000
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3 SR's | Captain Maintained
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2007 58' Sea Ray Sedan Bridge
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2003 57' Bertram 570
Huge Cockpit | Low Hours | Spacious
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Bring an Offer Trades Considered

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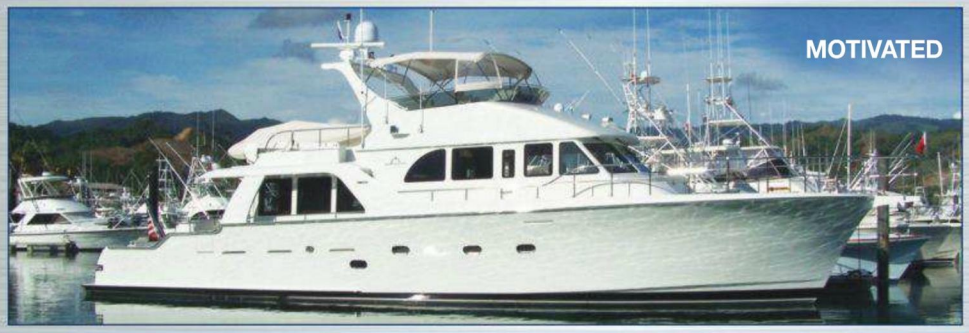
BRAVO 78' CHEOY LEE 2009 - Spacious Sylvia Bolton interior w/rich Sappelle wood. 3 SRs, crew aft/roomy lounge. CAT C-30's 1,550 HP each, 2x 30kW Northern Lights gens. Captain maintained. Contact Marty Isenberg 954-448-0561.



CHEOY LEE 72' COCKPIT MY 2006 - Spacious, 3 SRs + crew. Country galley, 2 helms. Low hours C-18 CATs 1000 HP. Well equipped. Custom fold down arch, air draft 18'6". Impeccable!! Now in South Florida. Contact Marty Isenberg 954-448-0561.

CHEOY LEE 72' COCKPIT MY 2003 - Excellent 3 SR layout with crew quarters, country style galley, "D" rated 1,000 HP Caterpillar 3412, Fish rigged. Captain maintained with low hours. Contact Marty Isenberg 954-448-0561.

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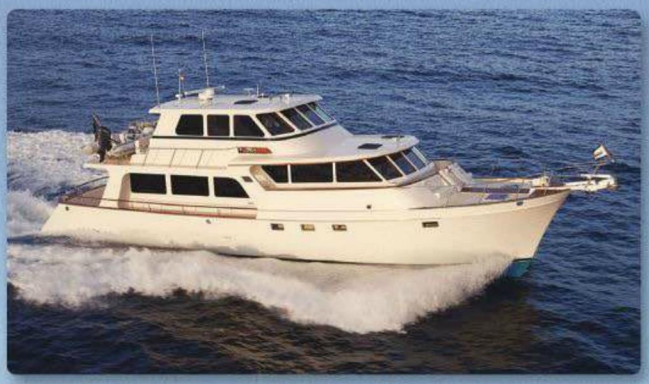

2006 Marlow Explorer 70E-CB

"X-IT" is the first 70 Command Bridge to come to the brokerage market. Customized throughout, including an enlarged galley and high gloss interior. Powered by CAT C-18's, she can cruise at 18-20 knots with a top speed of 23 knots. "X-IT" is a great opportunity.

2003 Marlow Explorer 72C

"My Patricia" has three staterooms with ensuite heads forward for owners and guests and a full crew quarters aft. Captain maintained, in wonderful condition, she has CAT 3412's to provide a fast cruise of 21-23 knots and a top speed of 26 knots. Call today for details.

2003 Marlow Explorer 70E

"Happy Endings" has 3-staterooms and 3-heads and full crew quarters. Well maintained with low hours and many recent upgrades. Her 800hp CAT's cruise at 8 knots for over 1600 miles on a single tank. Please call today.

2003 Marlow Explorer 65C

"Reel Class II", Captain maintained by a meticulous owner. Her 3-staterooms with ensuite heads plus full crew quarters are powered with 800hp, CAT 3406's cruises efficiency. Please call today for details.

2008 Marlow Explorer 70E-CB

"Jackpot II" is a Marlow Explorer 70E Command Bridge. Powered by 1015hp, CAT C-18's she cruises at 23 knots; sipping just 9gph at 8.3 knots. Warm and open, offering views throughout. Make arrangements to visit.

2001 46' Grand Banks Classic

"Rumaway" is a wonderful two stateroom Grand Banks Classic with an island berth master stateroom aft, galley down and large v-berth forward configuration. Powered by CAT 3208A's she is ready to cruise.

1995 42' Grand Banks Classic

"Sirens Song" is a beautiful 42 Classic with the popular queen berth master stateroom aft, galley up design. Powered by CAT 3208's she is truly cruise ready. Please call today.

1996 46' Grand Banks Europa

"Maria" is a meticulously maintained 46 Europa that was designed with a beautiful custom floor plan. Powered by 350hp CAT's she can cruise at over 16 knots. Come see this great vessel at our docks.

2001 Selene 50 Ocean Trawler

"Julianna" is a serious blue water trawler with classic style and modern upscale accommodations. She is well equipped, professionally maintained, and ready to cruise. Call today to arrange a showing.

2001 Navigator 56 Classic RPH

This nicely designed yacht with three staterooms, comfortable pilothouse and large flybridge is powered by twin 430hp Volvo® diesels. Owner will consider reasonable trades!

2006 Mainship 40' Trawler.

"Ladybug" is a proven 2-stateroom trawler that is "cruise-ready" with many upgrades and has been meticulously maintained. She is very roomy inside and cruises efficiently with her single 370hp Yanmar® engine.

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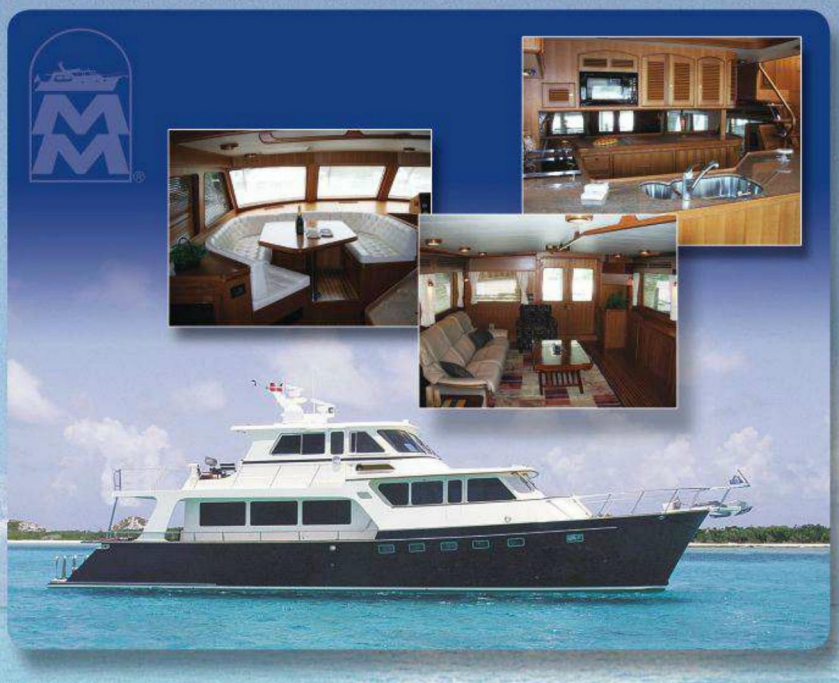
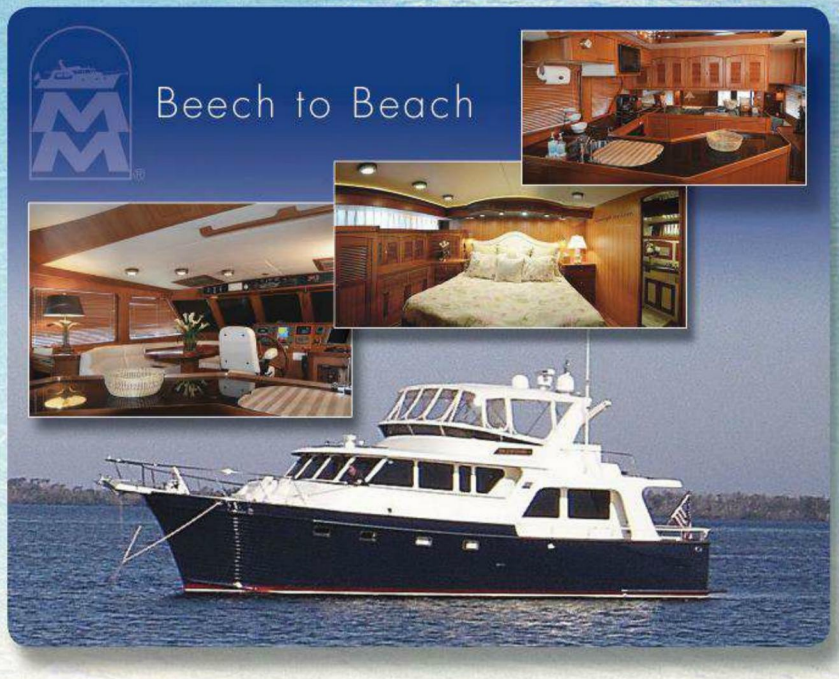
2007 Marlow Explorer 72E-CB

Like every Marlow Explorer, she exemplifies the epitome of style, performance, and state of the art construction methods. Her desirable Command Bridge with its climate controlled helm area offers 360° visibility and eliminates the need for a full pilothouse helm station below, this allows the creation of a large dining table for eight forward of the galley. The center line full beam master stateroom is below the Pilothouse and provides luxurious accommodations for the owners as do the other three staterooms for the guests. Entering the spacious main salon, you are welcomed by comfort and remarkable views with clear sightlines through the galley and large dining area forward. Equipped with the popular Caterpillar® 1,400hp 3412's, she can cruise at 23 knots with a top speed of 27 knots. This beautiful low hour yacht can be viewed at our facility. Call for a tour today.



2003 Marlow Explorer 57C

"Beech to Beach" has been well cared for and constantly upgraded since delivery. She has been back to the Marlow yard several times for maintenance and upgrades including the recent addition of stabilizers. Powered by 800hp Caterpillar® 3406's with only 1425 hours she has a 1200 mile range at 8 knots and is capable of a maximum speed of 19 knots. Please call for more details about this great opportunity.



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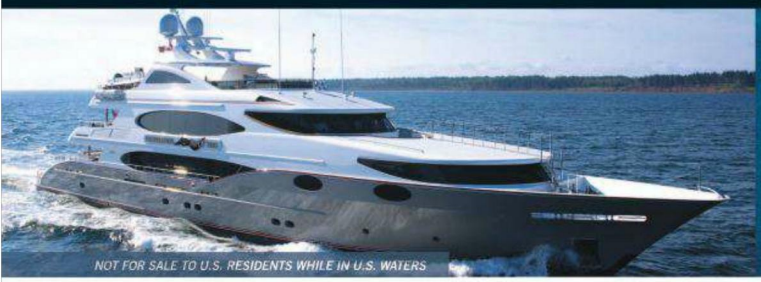

DESTINATION FOX HARB'R TOO 161' (49m) :: Trinity :: 2008 :: $24,900,000
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MR. TERRIBLE 154' (47m) :: Delta :: 2007 :: $31,500,000
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SEAGULL OF CAYMAN 131' (40m) :: Feadship :: 1980/2006 :: $7,500,000
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COMPETITIVE BID III 91' (28m) :: Cheoy Lee :: 1989/2010 :: $1,250,000
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SEAGULL 60' (18m) :: Hatteras :: 1999 :: $639,000
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Sunseeker Midwest

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Twin Caterpillar C32 Acert 1925hp engines, 4 stateroom plus crew, 4 heads, white hull, extended capacity fuel tank, hardtop, stabilizers, hydraulic lifting platform, Black American Walnut Interior, main deck semi open galley option & and a abundance of added extras. Call for Price.

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108' 2008 Predator

C.A. Rick Obey

Triple MTU 2400 hp engines with Arneson drives, 4 staterooms, black hull with black glass windows, walnut woodwork. Cruise at 35 knots, top out at 45 knots. Aggressive, Sexy, Fast. Price: $4,949,000

82' 2005 Predator

C.A. Rick Obey

Twin Caterpillar 1550hp engines, 4 luxurious staterooms with designer fabrics, expansive spaces and updates, garage for tender and jet ski, hydraulic bow and stern thrusters, crew quarters and opening hardtop roof. Sleek, sexy and performance driven. Price: $2,199,000

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62' 2007 Predator

C.A. Rick Obey

Twin 1100hp MAN engines, 3 comfortable staterooms, a upper salon that opens up into an expansive aft deck area ideal for entertaining, custom interior by IK Yacht Design, freshwater kept and is loaded with factory-installed options and upgrades. Price: $1,299,000

60' 2012 Predator

C.A. Rick Obey

Twin Volvo Penta IPS engines, 3 staterooms, Deep Grey specialty hull color, black antifouling, hardtop, hydraulic lifting platform, **tender recovery system, Black American Walnut interior finish,** electric canopy for aft deck and upgraded sound system. This is a Must See, Extensive Upgrades, One of a Kind! Price: $2,499,000

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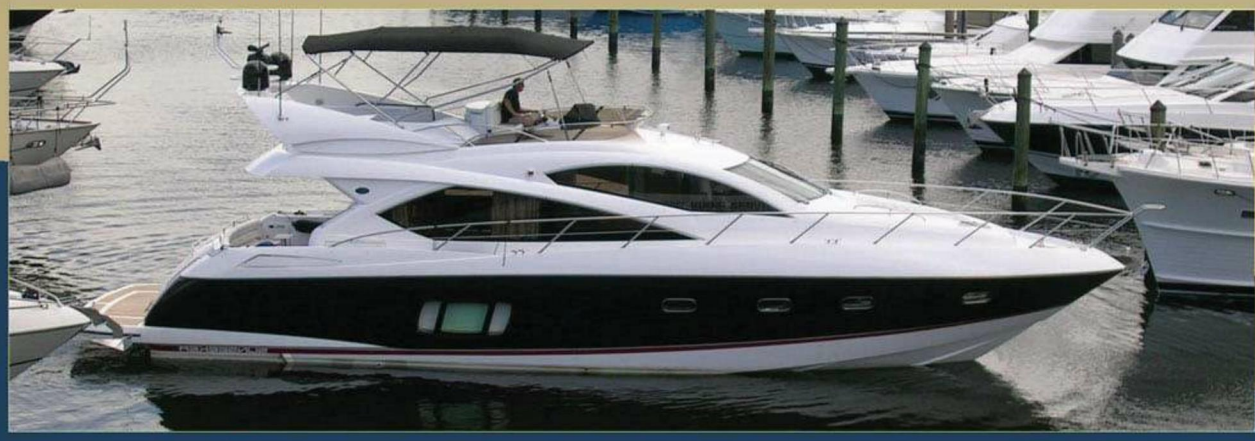
Sunseeker Boston

60' Manhattan 2011 – "Johnny s Toy"

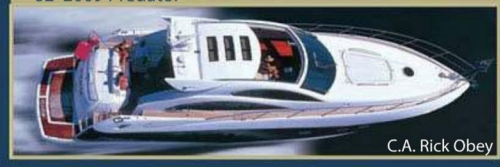


Twin MAN 1000hp engines, 3 staterooms plus crew, 3 heads, Bimini top, cherry gloss woodwork, hydraulic lifting platform, stern thruster and numerous upgrades. Price: $1,999,000

74' Predator 2012

Twin MAN V12 1550 hp engines, 3 staterooms plus crew, 3 heads, **sport flybridge, electric canopy, Black American Walnut interior,** tender recovery system and upgraded electronics. Price: $3,899,000

62' 2009 Predator



Twin MAN 1100hp engines, 3 staterooms, 3 heads, walnut interior, custom black/silver paint, underwater lights, Glendinning Cablemaster and much more! Maintained with Pride. Price:1,599,000

Rick Obey
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52' 2012 Sunseeker Manhattan

Twin MAN 800hp engines, 3 staterooms plus crew, white hull, bow & stern thruster, extended cockpit, Black American Walnut interior & numerous upgrades throughout. Price: $1,649,000

48' 2012 Portofino Sunseeker

Twin Volvo Penta D6 IPS- 600 engines, 2 staterooms, 2 heads, hydraulic lifting platform, electric canopy, satin oak interior, upgraded electronics, Volvo DPS Positioning System & a tender recovery roller system. Price $899,000

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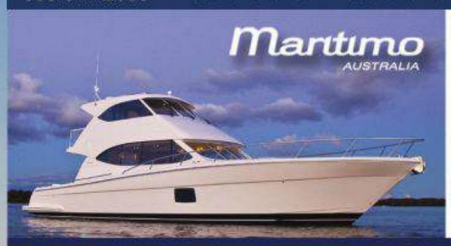

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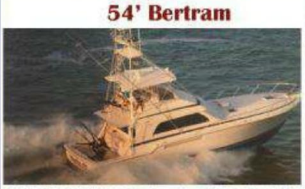

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50' 2009 $949,000 Brian H. 850.380.9704

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50' 2004 $599,000 Lee 727.422.4685

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49' Trawler 2001 $429,000
Dan 941.704.1578
49' Classic 1983 $279,000 Larry 850.259.8989

47' - 45' Cruisers

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46' 2006 $329,900 Dan 941.704.1578
45' 2006 $399,000 Jeff 239.691.8100

46' - 42' Carver

46' 2001 $249,000 Dan 941.704.1578
44' 2002 $200,000 Kerry 941.920.0774
42' 2006 $349,000 Nick 850.830.4474

46' - 42' Grand Banks

46' 1990 $265,000 Ben 850.259.8009
42' 1997 $429,000 Jeff 239.691.8100
42' 2000 $399,000 Dan 941.704.1578

43' - 42' Tiara

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87' JOHNSON FBMY 2005

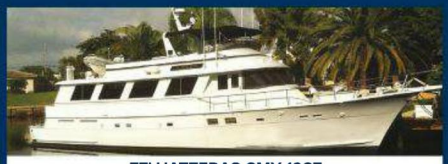
Customized 4 stateroom layout loaded with options; C-32 CATS with warranties until 2014, tender garage with 13' RIB tender leaves the flybridge open for high style entertaining. Great Lakes capable with hydraulic hard top. Very attractive price. South Florida location. Call Jeff Stanley, Central Agent.

72' DONZI SPORTFISHERMAN 1995

Best described as a "battlewagon", the 72 Donzi will get you there in comfort! Long range 3,000 gall fuel tanks, twin 16V92 Detroit Diesels. 3 ensuite cabins + crew for 2. Huge FB with all amenities and dumbwaiter! Great condition, captain maintained. Contact Jeff Stanley.

80' CUSTOM CHEOY LEE COCKPIT ENCLOSED BRIDGE 2006

Great (5) stateroom layout, country kitchen style galley, traditional sapele mahogany interior, day head, open air aft deck, twin CATs provide 20 knot cruise, bow & stern thrusters. Without a doubt one of the nicest Cheoy Lee's you will see. Owner wants offers. Contact Wayne Cannava, Central Agent.



77' HATTERAS CMY 1987

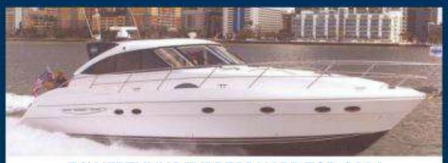
Huge volume, aft engine room motoryacht with a factory cockpit. Four generous teak staterooms with heads. Crew for two. New electronics, generators, AC and much more! Enormous flybridge is great for entertaining. Contact Jeff Stanley, Central Agent.

66' GRAND ALASKAN FLUSH DECK 2005

Built for extended cruising in this Seattle location, this motor yacht has walk around decks, bridge w/hardtop, enclosure & sky bar, on-deck Day Head, open galley up, 4 staterooms. Unique. $1,395,000. Call Wayne Cannava, Central Agent.

60' VIKING SPORTFISH 2009

CAT C-32A, low hours, extended Platinum Warranty to 3/2014. Hardtop, Eskimo ice machine, air conditioned FB, full electronics, extended fuel tanks, twin gens. A-Sea converters connect to shore power anywhere in world. Jim McKee, Central Agent



56' NEPTUNUS EXPRESS HARD TOP 2004

T/825 hp Series 60 MTU's. Two cabins, full recent repaint, totally upgraded. Also (pictured) 2006 55' Cabrio Express w/825 hp MTU's 238 hours! NEW LISTING: 1999 54' Neptunus hardtop express w/800 hp CAT's Asking $335,000. Contact Jeff Stanley, Central Agent

55' SEA RAY SEDAN BRIDGE 1997

Custom layout with office, T/3196 CAT's low hours, updated dark hardwood flooring throughout. Raymarine electronics package, bow thruster. Best layout in this style of motoryacht. Owner extremely motivated. Contact Central Agent, Wayne Cannava.

52' BLUEWATER MOTORYACHT 2005

One of the most loaded Bluewaters ever built. 370 hp Cummins diesels, low hours. She has full flybridge and aft deck hardtops, great electronics package, hydraulic swim platform. Contact Central Agent, Jim Mckee.

51' CAROLINA CUSTOM HERITAGE 2008

Excellent mid-size sportfish that runs great with economical Cummins QSM11s. Large cockpit with bridge overhang, custom hardtop and beautiful curves & tumblehome. Great condition overall. Contact Eddie Wimbrow for complete details.

50' VIKING CONVERTIBLE 1999

Here is a well priced, three stateroom convertible which has capability to cruise at 30 knots. Fully painted, teak custom chairs, Amtico flooring & watermaker. This could be the best deal available. Asking $399,000. Contact Edison Irvine, Central Agent.

34' GLACIER BAY POWERCAT 2006

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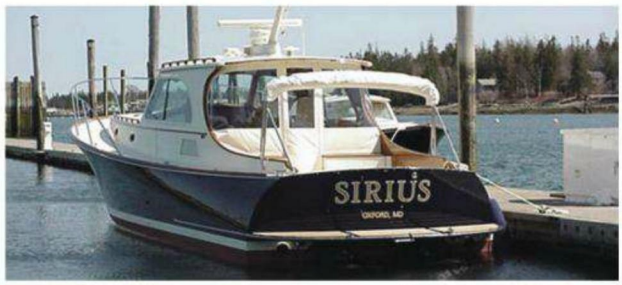
RECESS is comfortable and luxurious, perfect for entertaining a crowd or extended cruising. She has been constantly maintained and upgraded by Hinckley Yacht Services and shows beautifully. Oxford, MD $795,000



2001 HINCKLEY TALARIA 44 EX

SIRIUS is a very lightly used T44 EX that lives in a custom-built, covered slip. Lovingly maintained by her owner and Hinckley Service, this twin engine boat has been constantly updated and refinished. She shines like new. Located Oxford, MD $695,000

2008 PICNIC BOAT EP

SPAGHETTI & MEATBALLS is a beautiful 2008 air-conditioned Picnic EP. Rare opportunity for the discerning buyer. Spent the fall in Great Lakes fresh waters, then inside-heated storage. Custom SS bow rail + new, custom Loadmaster trailer available. Now Stuart, FL $485,000

2008 HINCKLEY TALARIA 40

BLUE DEVIL is a 2008 T-40 with twin Volvo D6 435-hp engines, Cruise at 30-knots, quiet and fast, fresh varnish, mint Flag Blue Awlgrip, and teak decks. Portsmouth, RI $775,000

2000 HINCKLEY PICNIC BOAT CLASSIC

Set-up for Europe, **OPIO** is a comfortable "Downeast-style" ocean express or weekender - CE inverter, custom bow sprit and bow rail, bimini, waterjet-drive, shallow draft, Hinckley JetStick® steering integrated with bow thruster. Channel Islands, UK $250,000

2005 HINCKLEY PICNIC BOAT EP

TICKETY-BOO 2 is a Claret Red Picnic EP that is in beautiful condition. Hinckley professionally maintained during the winter. Varnished teak package, excellent electronics list, twin engine jet-drive. Can be shown anytime. Oxford, MD $380,000

2001 HINCKLEY PICNIC BOAT CLASSIC

STEP UP is a Hinckley maintained Classic Picnic Boat with virtually every option available. Air conditioning, bimini, teak pkg, Flag Blue, new GPS/Chartplotter and much more. She is in top notch shape and absolutely turnkey. Oxford, MD $279,000

2008 HINCKLEY TALARIA 29C

EAGLE is the newest, best, most optioned T29C we have built. Teak transom, teak sole, low engine hours, in fantastic shape. She represents incredible savings over a new T-29C. Southwest Harbor, ME $310,000

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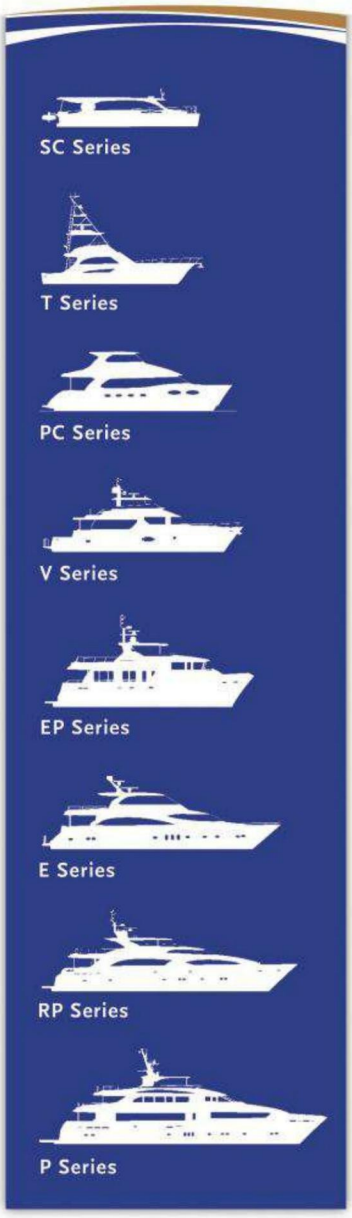

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Horizon EP105

The Horizon EP105' tri-deck yacht is built to DNV class and available for new delivery. With a 25'9" beam, the EP105 has a tremendous amount of interior volume, allowing for a sizable 5 stateroom layout and separate crew quarters. Powered by twin CAT C18-A 600HP engines and equipped with stabilizers, water maker and custom AV and NAV packages, the EP105 will be on display at the 2012 Palm Beach boat show.

Horizon PC58

The new Horizon PC58 Catamaran lends the elegance of a luxury yacht to the stability and efficiency of a multihull design. Her clean lines and interior volume allow for a comfortable 3 stateroom layout with plenty of relaxing and entertaining areas. The PC58 incorporates twin Cummins 705 HP engines with optional ZF Joystick Maneuvering System and ZF Fly-by-wire Steering System for easy maneuvering.

Horizon E54

As stylish as she is functional, the new E54 unites the latest in green technology with a smart, modern design. The E54's 3 spacious staterooms, include a full-beam master, reminiscent of a much larger yacht. LED lighting and natural light keep her efficient. Featuring twin Volvo IPS engines, hydraulic hi/lo swim platform and a variety of layout options for even the most discerning tastes. On display at FLIBS 2012.

Horizon EP69

The new Horizon EP69 is characterized by her 20' beam and roomy accommodations for 6 plus crew with an open layout, large salon and country kitchen. Featuring twin MAN 560HP engines, custom NAV and AV systems, hydraulic bow/stern thrusters, digital stabilizer and water maker. Currently available for delivery.

Horizon V74

Function meets luxury with the new Horizon V74 -- built on a 20'6 beam, the V74 features an open three stateroom layout that incorporates an abundance of natural light. The V74 is the ideal turn-key yacht with a sizable country kitchen, enclosed bridge with day head, full-beam master cabin and separate crew area. Powered by twin CAT C18 1000HP engines and available for delivery spring 2012.

Horizon EP148

Built to BV Ice Classification, the new Horizon EP148 is designed with a steel hull, bulbous bow and 29' beam for comfortable long-range cruising. Luxury is not lost with the 5 stateroom layout, which allows room for additional creative design. Powered by Twin MTU 12V 4000 M60 1770HP engines, the innovative EP148 is the epitome of style, class and safety out on the open sea. On display at FLIBS 2012.

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2012 Horizon E78
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2012 Horizon EP69
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INCREDIBLE OPPORTUNITY
$3,395,000

2005 68' Lazzara MY
NEXT TO BE SOLD
$1,799,000

1987 68' Ocean Alexander MY
$599,000

1967 64' Burger Flush Deck
RARE CLASSIC
$369,000

2003 61' Craig Blackwell SF
OFFERS ENCOURAGED
$725,000

1998 53' Amel Super Maramu
TURN-KEY & OCEAN-EQUIPPED
$395,000

2006 52' Cabo Express
LOW HOURS
$1,125,000

2009 52' Ovation Sedan Bridge Cruiser
OFFERS ENCOURAGED
$1,150,000

1999 51' Ocean Alexander Classico
OVER $275K IN UPGRADES
$499,000

2007 46' Jeanneau Prestige Express
$429,900

2001 45' Buddy Davis Express
$295,000

2001 45' Ocean Alexander Classico
$290,000

2000 43' Ocean Alexander Classico
MKI, $430,000

1999 42' Ocean Alexander Classico
$249,000

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2009 Bluewater 65 Legacy
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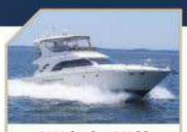
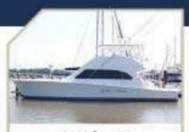
2006 Cruisers 560
$500,000


2000 Sea Ray 560 DB
$350,000

1988 Med Yacht 56
$300,000

2004 Sea Ray 560
$528,900


2002 Post 56
$685,000

2009 Regal 5260
$665,000

2005 Cruisers 500
$398,900

2000 Carver 506
$250,000

1988 Ocean 48 SS
$154,900

2006 Cruisers 477
$399,000

1999 Ocean 45 SS
$269,500

2005 Rampage 45
$455,000

2008 Cruisers 455MY
$400,000

2005 Tiara 4400 Sovran
$339,900

2005 Cruisers 440
$240,000

2009 Regal 4460
$290,000

2007 Cruisers 447
$328,900

2006 Regal 4460
$250,000

2006 Sea Ray 44DB
$363,000

2006 Beneteau Swift 42
$330,000

1988 Grand Banks 42 Classic
$200,000

2005 Sea Ray 420 DA
$229,000

2002 Sea Ray 410
$160,000

1999 Legacy 40
$325,000

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$200,000

1999 Silverton 392
$88,000

2004 Carver 396 MY
$200,000

2005 Sea Ray 390 DA
$200,000

2004 Meridian 381
$149,000

2004 Tiara 3800 Open
$249,000

2004 Cruisers 370 Diesel
$165,000

2007 Cruisers 370 Diesel
$196,000

1999 Riviera 34
$125,000

2005 Riviera 33
$225,000

2007 Tiara 3200 Open
$198,500

2006 Mainship Pilot
$108,000

2007 Bayliner 288 Diesel
$88,000

1985 Bertram 68	$390,000	2005 Rinker 410	$150,000	2005 Cobalt 343	$115,000
1988 Ocean 55 SS	$194,900	2002 Sea Ray 410 SD	$187,000	2005 Silverton 34C	$140,000
1995 Sea Ray 50 SD	$169,000	2002 Sea Ray 410 SD	$172,900	2004 Cruisers Yachts 340	$100,000
1989 Hyundai 49	$180,000	2000 Maxum 41 SCA	$172,500	2004 Sea Ray 340 SD	$ 92,800
1990 Med Yachts 48	$147,000	2000 Sea Ray 410	$125,000	2004 Mariner Orient 34	$161,000
1987 Vista 48 Sportfish	$112,000	1997 Maxum 4100 SCR	$100,000	2005 Formula 330	$ 95,000
1982 Gulfstar 48	$165,000	1988 Viking Yachts 41	$150,000	2004 Chaparral 330	$ 77,500
1994 Silverton 46	$154,900	1999 Sea Ray 400 SD	$125,000	2006 Boston Whaler 305	$115,000
1986 Present Trawler	$115,000	1998 Ocean Yachts 40	$195,000	2006 Campion Allante	$ 88,000
2006 Regal 4460	$279,000	1998 Sea Ray 400 SB	$175,000	2007 Sea Ray 280 SD	$ 75,000
1999 Trojan 440	$152,300	2003 Formula 382	$ 99,500	2005 Sea Ray 280 SD	$ 67,000
1996 Trojan 440 Express	$139,000	2000 Sea Ray 380 AC Dsl	$139,900	2006 Four Winns 258	$ 45,900
1986 Ocean Yachts 44 SS	$119,000	2000 Sea Ray 380 SD	$116,000	2001 Sea Ray 260 SD	$ 37,000
1974 Trojan Fly Bridge	$ 88,000	2000 Cruisers 3870	$135,000	2000 Boston Whaler 26	$ 34,500
1997 Sea Ray 420 AC	$142,000	2007 Pro Sports 3660	$125,000	2005 Rinker 250	$ 32,000
1989 Carver 4207 AC	$119,000	2004 Sea Ray 360 SD	$114,900	2005 Hydra Sports 2500	$ 61,995
1988 Grand Banks 42	$200,000	1998 Luhrs 36 Open	$124,900	2009 Larson 238 LXi	$ 44,000

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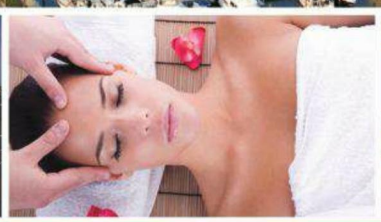

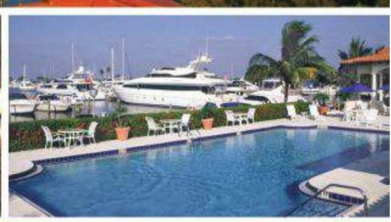

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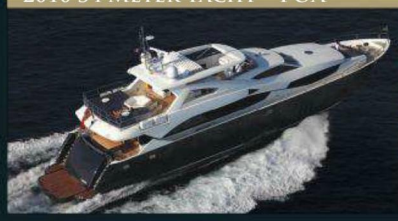

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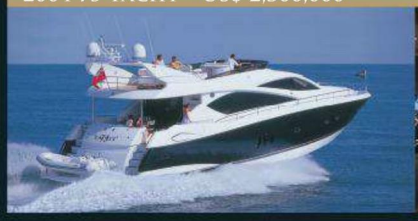
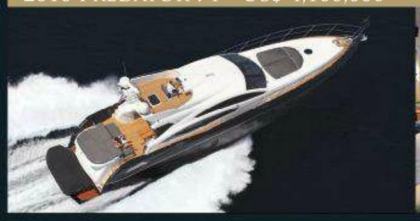
The perfect blend of space, style and performance. 2 x MAN 1,800hp diesel engines, 4 cabins, 4 en suites, high specification and stunning condition throughout

2004 75 YACHT – US$ 2,300,000



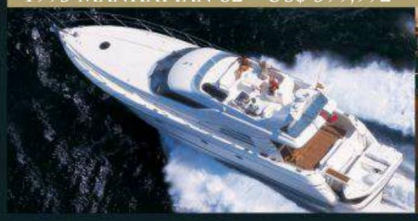
Twin MAN 1300 hp diesel engines, 4 en suite cabins, cherry gloss wood, cream soft furnishings. New exterior teak throughout, antifoul and fully polished 2011!

2010 PREDATOR 74 – US$ 4,100,000



Huge specification, custom exterior paint and interior furnishings, 2 x 1800 MAN diesel engines, sport fly bridge, tender garage, stunning on the water!

1995 MANHATTAN 62 – US$ 599,992

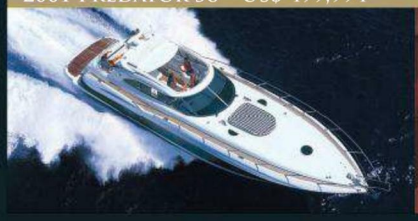
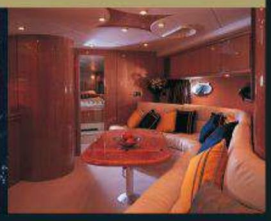


Twin Man 1100's diesels matched to Arneson surface drives, this is truly one of a kind, 38+ knots performance! Many updates and custom features.

2007 60 MANHATTAN – US$ 1,795,000

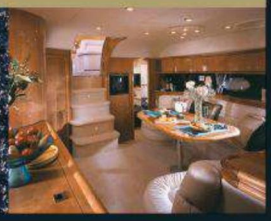
Twin MAN 900 diesel engines, impeccable condition throughout, 3 ensuite cabins and a crew cabin, cherry satin wood interior, low hours and high specification.

2001 PREDATOR 56 – US$ 499,994

Twin MAN 800hp diesel engines, navy blue hull with cherry gloss wood interior, mid ship master cabin, opening hard top, hydraulic platform, many extras, excellent condition.

1999 PREDATOR 54 – US$ 399,000



Twin 800 MAN diesel engines, low hours, Navy blue Hull, Cherry Gloss wood, 3 cabins, tender garage. Beautiful condition, stunning lines!

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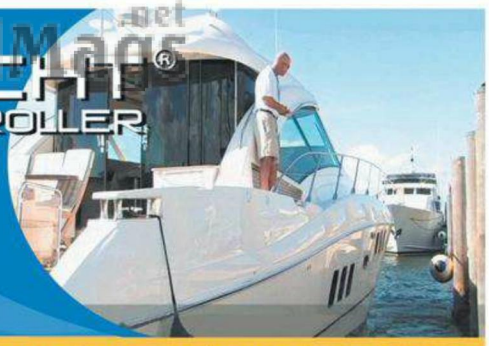

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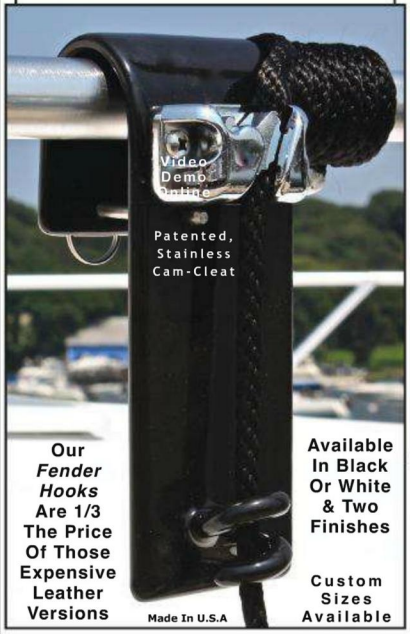

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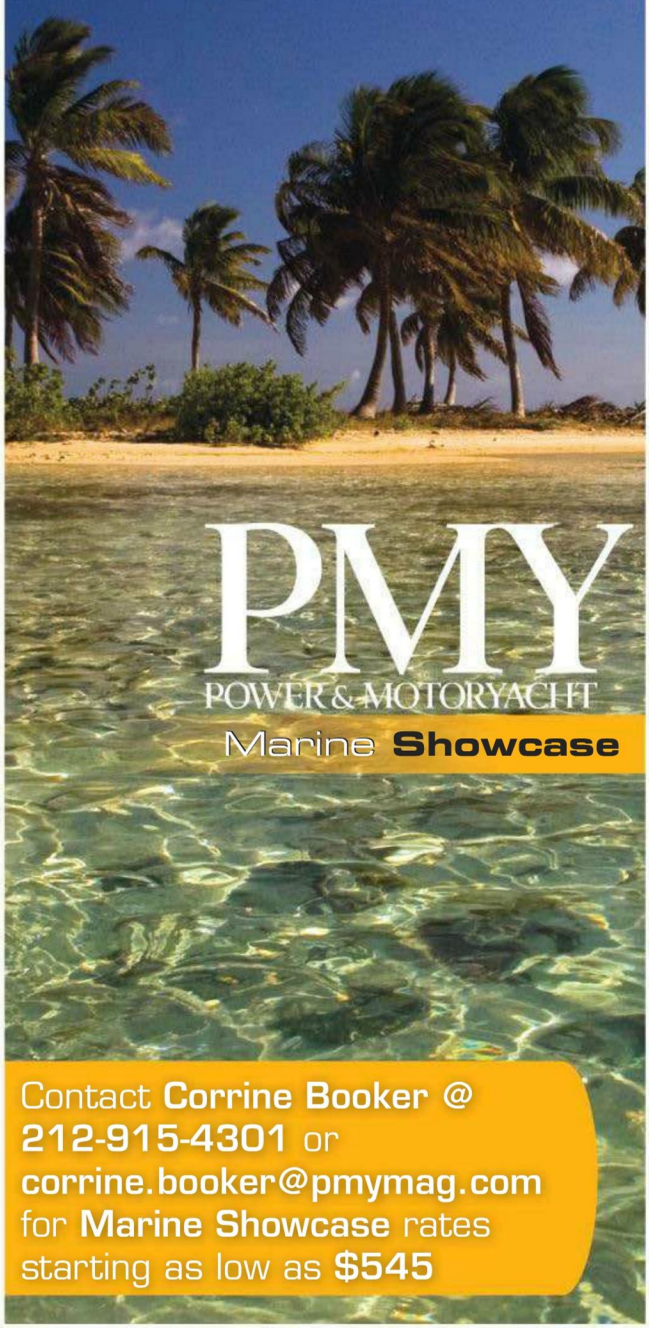

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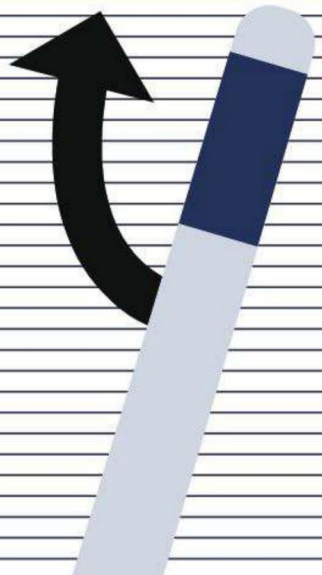

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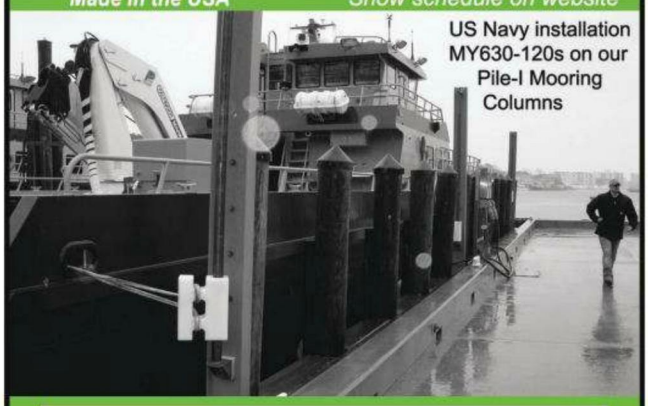

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ADVERTISER	PAGE
Absolute Yachts	C3
Beneteau USA Inc	3
Bertram Yachts	15
Bradd and Hall Inc	121
Cheoy Lee Shipyards	6-7
Cheoy Lee Shipyards	5
Cruisers Inc	13
EZ2CY Marine Cover Fabrics	28
Flir Systems	29
Freedom Lift Majestic	4
Harbor Freight Tools	127
Interlux Yacht Finishes	19
Intrepid	11
Kevin Severance Insurance Agency	122
Longboat Key Resort	119
Marlow Marine	C2-1
Marquis Yachts	23
Monte Carlo Yachts Spa	C4
Nautical Cross	122
Prestige	27
Raymarine	25
RBG Cannons LLC	122
Sabre Corp	21
Sarasota Yacht and Ship	75
SB Quantum Pure Aire Products LLC	122
Sea Gyro	34
Sea Recovery Corp	14
Seakeeper Inc	17, 75
Palm Beach Boat Show	74
Simrad	33
Stain-Less Water Filters LLC	121
US Virgin Islands Dept of Tourism	31
Valvtect Petroleum Products	22
Walker Engineering Enterprises	123
West Marine Products Inc	35
Yacht Controller Corp	121
Yacht Innovations	122

Brokerage

Altima Yachts	92
Anchor Yacht Sales	99
Bluewater Yacht Sales Inc	100-01
Bradford Marine	102-03
Chalk Miami	124
Cheoy Lee Shipyards	104-05
Curtis Stokes and Associates	112
Galati Yacht Sales LLC	113
Gilman Yachts Inc	114
Hinckley Co	115
HMY Yacht Sales Inc	79-87
Horizon Yachts Inc	116
Knot 10	118
Marine Max	93-95
Marlow Marine	106-07
Mid Atlantic Marine Group	117
Northrop Johnson	108-09
Ocean Alexander Marine Yachts	96-98
Sunseeker Florida	120
Sunseeker Yacht Group Midwest	110-11
United Yacht Sales	88-91
Viking Yacht Co	76-77

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AFTERWORD

JUST WHAT IS THE TARGET SPECIES HERE?

TEXT BY **PATRICK FORD**

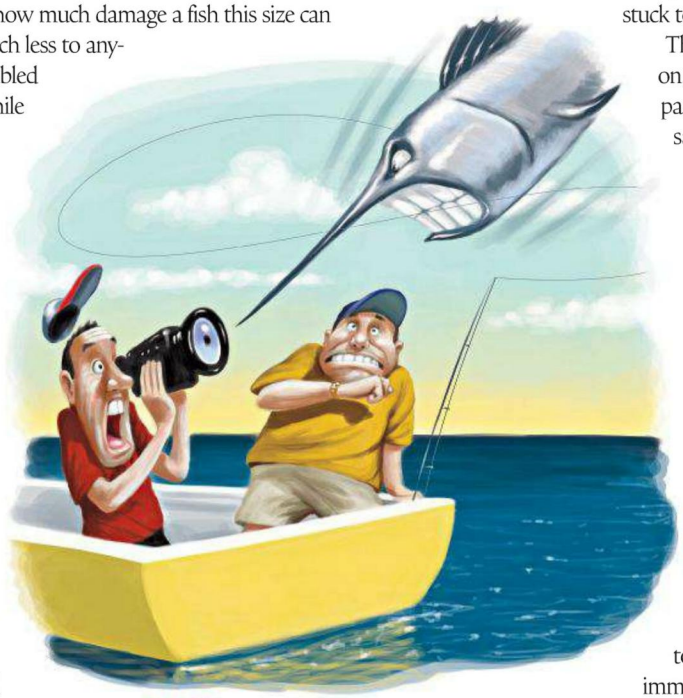
Some Jumps Have No Joy

Years ago my friend Art Pappas and his wife Joan were fishing for tarpon in Miami's Government Cut in their 17-foot skiff. Conditions were near perfect, and it wasn't long before Joan had a bite. She set the hook, felt a short surge, and the line went slack. A millisecond later a 150-pound tarpon jumped five feet out of the water and fell backward into their boat. It is inconceivable how much damage a fish this size can do to the inside of a flats boat, much less to anyone who gets in its way. Art scrambled as far onto the bow as possible while Joan climbed onto the engine. It seemed like forever before the tarpon died, and meanwhile all they could do was watch. There was no way they could have flipped it back into the water, and any attempt to do so would have resulted in serious injury. When it was all over, every rod in the boat was shattered and the center console was ripped out of the deck.

Fast forward a few years. Chris Dean and Ron Baker were running across Whitewater Bay in Everglades National Park at 40 mph. Another giant tarpon jumped over their boat between them and the poling platform. The impact was so powerful, the fish ripped the poling platform right off the back of the boat. If the fish had been a few feet forward, it might have killed both anglers.

Stories like this are rare in the tarpon world, but every billfish captain can tell you about a marlin or sail that jumped into his boat and seriously hurt an angler or mate. Capt. Alan Card of Bermuda watched an 800-pound blue marlin jump into his cockpit, impale his son Ian through the shoulder, and then carry him back over the gunwale into the water. Amazingly, Ian not only survived but also made a full recovery.

All this leads to a day when I was fishing with Capt. Ron Hamlin on the *Captain Hook* in Guatemala. I was seriously into video back then and watched most of my trips through a tiny viewfinder. There are few fish that can match the Pacific sailfish for aerial displays, and fantastic jumps are the key to good videos. Whenever I wasn't fishing, I'd be at the stern with a camera stuck to my face.



> "The next thing I saw through the viewfinder was an eyeball filling up the entire frame.

This particular morning the bite was on, and the sails were crazy wild. My partner hooked a 100-plus-pound sail that jumped repeatedly within 100 feet of the boat—and I was getting it all on camera. Then after one particular jump, the sail angled back towards the boat and jumped again. It landed facing the camera, came out of the water again, then disappeared. The next thing I saw through the viewfinder was an eyeball filling up the entire frame. Everything happened in an instant. The sailfish smashed into the camera and me, somehow winding up on the deck between my legs. A bill swipe or two whacked the inside of my ankles as I tried to levitate out of range. Everyone immediately scattered, and I jumped up onto the fighting chair as the fish frantically "swam" its way to the stern where it was mugged by Ron's mates.

Eventually the humans gained control, removed the hook, and dumped the fish overboard only slightly worse for wear. Then they all looked at me. How that sailfish managed to come at me eye level and wind up between my legs without impaling or disemboweling me was a mystery. Luck takes many forms on a fishing trip. Even cameramen have to be careful. PMY

Illustration by Scott Pollack

Patrick Ford is a sportfishing photographer with more than 35 years of experience. He has held more than a dozen IGFA Fly Rod World Records, ranging from a 196-pound tiger shark caught in Florida Bay to a 14½-pound tigerfish caught in Zambia. His latest book, Flyfishing Daydreams: The Most Exciting Flyfishing Adventures Around the World, *was published by Skyhorse Publishing in 2011.*

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